REGISTERED No. 17—1874.

The Bombay Gazette.

No. 7,800.—New Series. BOMBAY:—MONDAY, FEBRUARY 2, 1874.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follow :—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

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These Up-country Rates include Postage Rates.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do.	„ 2 8
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LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
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In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable me special contracts may be made.

Domestic Occurrences: Each—Rupees 2.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship "SATTARA," 1,238 Tons, 250 H.P., Commander [illegible] will be despatched on SATURDAY, the 7th Feb., 1874, at 4 P.M.

Leaves Bombay	February 1874.	Leaves Tuticorin	February 1874.
„ Beitanchery	8	„ Colombo	15
„ Vingorla	8	„ Galle	17
„ Goa	9	„ Negapatam	20
„ Carwar	9	„ Madras	23
„ Mangalore	10	„ Coconada	24
„ Cannanore	11	„ Visagapatam	25
„ Tellicherry	12	„ Bimlipatam	26
„ Calicut	12	„ Gopaulpore	26
„ Beypore	12	„ False Point	27
„ Cochin	13		March.
„ Alleppy	13	Arrives at CALCUTTA	1

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

This route is the most expeditious and economical for Passengers for the Neilgherry District, Bangalore, and Madras, who can land at Calicut or Beypore, and proceed from thence by rail. Passengers for Calcutta may take the same route, picking up the steamer at Madras.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Busreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BAHREIN, KOWEIT, and MAHOMERAH.

The s. s. BURMAH, 1,081 Tons, 142 H.P., Commander T. Saunders, will be despatched on FRIDAY, the 13th February 1874 at 2 P.M.

Leave BOMBAY	Feb. 1874.	Leave BUSREH	Feb. 1874.
„ Kurrachee	17	„ Mahomerah	4
„ Guadur	18	„ Fao	4
„ Muscat	20	„ Bushire	6
„ Bunder Abbas	22	„ Bahrein	6
„ Linga	24	„ Linga	11
„ Bushire	26	„ Bunder Abbas	13
„ Koweit	26	„ Muscat	16
„ Fao	28	„ Guadur	17
„ Mahomerah	28	„ Kurrachee	20
Arrive BUSREH	March 1	Arrive BOMBAY	23

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co. Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will during the fair Season despatch a Steamer to Kurrachee every FRIDAY, at 2 o'clock.

The s.s. PENANG, 698 Tons, 120 H.P., Commander W. Stewart, will be despatched to Kurrachee via Verawal, Pore Bunder, Dwarka and Dutch Mandvie, on TUESDAY, the 3rd February, 1874, at 9 A.M.

The s.s. KURRACHEE, 510 Tons, 120 H.P., Commander C. C. D. Hutchinson, will be despatched on FRIDAY, the 6th Feb., 1874, at 2 P.M.

The s.s. BURMAH, 1,081 Tons, 142 H. P., Commander T. Saunders, will be despatched on FRIDAY, the 13th February 1874, at 2 P.M.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

HARBOUR STEAM FERRIES.

UNDER Contract with Government, STEAM FERRY BOATS ply across the Harbour daily, stopping at the undermentioned Bunders:—

Fares from Bombay to

	1st Class.			2nd Class.			3rd Class.		
	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
Oorun	2	0	0	0	2	0	0	4	0
Hog Island	2	0	0	0	1	0	0	2	0
Oolwa	3	0	0	0	12	0	0	6	0
Dhurumtur	2	0	0	0	12	0	0	6	0
Thull	2	0	0	1	0	0	0	8	0
Alibaugh	2	0	0	1	0	0	0	4	0
Rewdunda	3	0	0	1	4	0	0	6	0
	4	0	0	1	8	0	0	8	0

The Oorun, Hog Island, and Oolwa Ferry Boat leaves Carnac Bunder daily at 8 A.M., and returning leaves Oolwa at 11 A.M.

The Rewas and Dhurumtur Ferry Boat leaves Carnac Bunder daily at 9-30 A.M., and returning leaves Dhurumtur at 2 P.M.

The Thull, Alibaugh, and Rewdunda Ferry Boat leaves Carnac Bunder daily at 3 P.M., and returning leaves Rewdunda at 5 A.M.

J. A. SHEPHERD.

No. 33, Meadow Street, Bombay, 17th December 1873.

STEAM TO LIVERPOOL.

THE Steam-ship NEERA, 2,200 Tons, 300 H.P., Captain C. C. Cousens, will SAIL for LIVERPOOL via SUEZ CANAL on or about the 28th February 1874.

RATES OF FARES FOR PASSENGERS.

To LIVERPOOL, 1st CLASS.....Rs. 500 } Exclusive of
Ditto 2ND CLASS..... „ 350 } Wines, &c.

For Freight and Passage apply to

STEARNS, HOBART, & Co.

Bombay, 15th November 1873.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, VIA SUEZ CANAL.

THE Steamer TEBE, 2,680 Tons, will be despatched for THIESTE on or about the 10th February, to be followed by the Extra Steamer ARETUSA, 1,280 Tons, to leave on or about the 25th February 1874.

These Steamers have only limited accommodation for a small number of Passengers.

RATES OF PASSAGE.

(Including a liberal Table, exclusive of Wines and Liquors, transit through Egypt, and free conveyance of 3 cwt. luggage)—

	Cabin.	Deck with Food.
To Trieste	£40	£19-0
To Port Said	£30	£14-6
To Suez	£28	£13-7

Children under 2 years of age, Free; above 2 and under 10 years, Half Fare.

Cargo taken for Trieste, also for Venice, Constantinople, and Odessa, Aden, Egypt, England, and the Continent generally.

For further particulars, and for Freight and Passage, apply to the Agency of the Austro-Hungarian Lloyd's Steam Navigation Company.

A. C. GUMPERT, Agent.

Bombay, Elphinstone Circle, 12th January 1874.

STEAM COMMUNICATION WITH ITALY, *VIA* SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. Rubattino & Co., Genoa.

THE REGULAR STEAMERS LEAVE GENOA, and BOMBAY on the 24th, on the 1st of each month.

PASSENGERS RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
To Aden	£22	£15	£4	Including Wines. Without food.
Suez	26	18	8	
Port Said	28	24	9	
Alexandria	30	24	9-10	
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles (transhipment at Genoa	52	35	14-10	

Children under 3 years, free of charge. Children not above 10 years, half fare.

NEXT STEAMER FROM BOMBAY :—

"ASIA," to sail on SUNDAY, 1st March 1874.
"PERSIA," to sail on WEDNESDAY, 1st April 1874.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For hand-books of information, rates of freight, &c. apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 9 Hummum Street.

Bombay, 1st January 1874.

SHIPPING.

OVERLAND ROUTE.

On Monday, the 2nd February, 1874, at 3 P.M., from Masagon.

THE P. & O Co.'s S. S. CHINA, (2,010 Tons, and 400 H. P.), Captain C. G. Perkins, will LEAVE for SUEZ, as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Brindisi, Venice, Marseilles, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Ancona, Havre, Liverpool, London, and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Masagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Masagon at 2 P.M., precisely, on the day of sailing.

GEO. F. HENRY,
Superintendent, P. & O. Company.

Bombay, 26th January 1874.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Tuesday, the 10th February 1874, at 3 P.M., from Masagon.

THE P. and O. Co.'s S. S. MOOLTAN, (2,257 Tons and 450 H.P.,) Captain W. W. Fenning, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not locked in the Company's Office before noon, on Saturday, the 7th February.

GEORGE F. HENRY, Superintendent.

Bombay, 27th January 1874.

PENINSULAR AND ORIENTAL COMPANY.

SUEZ CANAL ROUTE.

It is intended to despatch the following Steamers from Bombay, direct through the Suez Canal to Southampton :—

DECCAN	3,128 Tons	600 H.P.,	2nd March 1874.
MALWA	2,833 „	450 H.P.,	16th do.
HINDOSTAN	3,113 „	600 H.P.,	30th do.
PEKIN	3,777 „	800 H.P.,	13th April 1874.
MIRZAPORE	3,763 „	600 H.P.,	27th do.

And others to Follow.

PASSAGE MONEY.

First Class	Rs. 660
Second Class	Rs. 360

For further particulars apply to

GEORGE F. HENRY,
Superintendent.

Bombay, 3 Rampart Row.

CONSIGNEES of CARGO, per s.s. TIMOR, arrived from Liverpool, are requested to SEND their BILLS of LADING and DELIVERY ORDERS for our inspection and countersignature, to PAY FREIGHT, and TAKE DELIVERY of their respective GOODS from the Bundars.

No Claim will be admitted for damage or short delivery under any circumstances, unless passed by the Captain before departure of the Vessel.

FINLAY, MUIR, & Co.,
Agents for Captain Brown.

Bombay, 27th January 1874.

NOTICE.—CONSIGNEES per s. s. RIALDO are hereby informed of the ARRIVAL of the VESSEL, and requested to TAKE DELIVERY AT ONCE of their respective GOODS. No Claim will be admitted for damage or short delivery unless passed by the Captain before the departure of the Steamer.

W. NICOL & Co., Agents.

Bombay, 30th January 1874.

CHRISTMAS PRESENTS.

Messrs. FAVRE, LEUBA, & CO.,
4, HORNBY ROW,

BEG to draw the attention of their CUSTOMERS and the PUBLIC to their NEW STOCK of London made JEWELRY, consisting of

BROOCHES AND EARRINGS ;
GOLD SETS AND HALF SETS;
SUITS OF THE NEWEST PATTERN ;
GUARDS, NECK-CHAINS, & NECKLETS ;
CROSSE'S LOCKETS AND PENDANTS;
WEDDING AND ENGAGEMENT RINGS,
OF THE NEWEST DESIGN
AND BEST WORKMANSHIP.

COPPER-PLATE PRINTING, ENGRAVING, &c.

VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., engraved to order, and at moderate prices.

Specimens may be seen at the "Bombay Gazette" Office.

SALES BY AUCTION.

JEHANGEER HORMUSJEE & COMPANY, NO. 12 APOLLO STREET.

WEEKLY AUCTION SALE.

On WEDNESDAY next, the 4th instant, at 1 P.M., Messrs. JEHANGEER HORMUSJEE & Co. will hold their Usual Weekly Auction Sale at their Room, No. 12, Apollo Street, Fort, consisting of the following, viz. :—

Furniture consisting of black-wood carved round tables, black-wood carved and mahogany coloured pier tables, full carved lady's writing desk foot-stools with damask cushion, hatstand, wardrobes, chest of drawers, show case, permanulator, dining tables, dressing tables, teakwood small round tables, reclining couches, camp cots, bedsteads, blackwood and iron cradles, camphorwood chests, easy chairs, &c., &c.

Sundries, consisting of plated ice, pictures, tea sets, sugar baskets, decanter slides, table candlesticks, plated and bronze reading lamps, carriage lamps, fiddle, American clocks, brass spittoons, &c., &c.

A quantity of grey and coloured piece-goods, such as grey shirtings, madapollams, jaconets, T. cloth, prints, scarfs, chintz, choctics, &c. &c.

AUCTION SALE of valuable Landed Property, situate at Breach Candy or Tardeo Road.

Messrs. JEHANGEER HORMUSJEE and Co. are instructed by the sub-mortgagees to sell by public auction on the premises, on Monday, the 2nd day of February next, at 4 o'clock P. M., on account and risk of Merwanjee Nusserwanjee Nadershaw, and Pestonjee Byramjee Heerajee Colah, pursuant to the power of sale contained in the deeds of mortgage, the following property, viz :—

All the piece or parcel of freehold salt batty ground, or foras land, with the two bungalows and outhouses, situate on the east side of Breach Candy or Tardeo Road, in the sub-district of Bhoieshwur, Bombay, formerly assessed by the collector of assessment under Nos. 6 and 6 A and now under Nos. 15 and 16, and now assessed under Nos. 1 bungalow and 20 out-houses or thereabouts, and registered by the collector of land revenue under Nos. 528 and 529, and bounded on the east by the salt batty ground of Wassudeo Ramchundur, on the west by the said Breach Candy or Tardeo Road, on the north partly by the property of Jetha Ludha and partly by the salt batty ground of the said Wassudeo Ramchundur, and on the south partly by the salt batty ground belonging to the late Ruttonjee Eduljee and partly by the property of Muddon Bhicojee, which said hereditaments and premises are now in the occupation of Burjorjee Shapoorjee Mulla Feerozena and the said Pestonjee Byramjee Heerajee Colah respectively.

FOR SALE ON COMMISSION.

1 Mahogany Piano, by John Broadwood and Sons.
1 English Clock, striking hours and half hours.
1 Single Barrel Gun.

JEHANGEER HORMUSJEE & Co.

Bombay, 2nd February 1874.

NUSSERWANJEE, CULLIANDASS & CO. 40, Meadow Street.

AUCTION SALE of valuable Landed Properties at Gaumdavie Road, Girgaum.

THIS DAY MONDAY, the 2nd inst., Messrs. NUSSERWANJEE, CULLIANDASS and Co. will sell by Public Auction, on the premises, at 4 o'clock p.m., by order of the Mortgagee, Pursotum Footlajee, under an Indenture of Mortgage made on the 29th November 1872, on account and risk of the Mortgagee, Babool Ballajee, Hurrichund Baboojee, Janardhun Ballajee, Kuccaram Janardhun, Ragoonath Janardhun, Moroba Janardhun, and Annundibai, widow, the following properties, viz. :—

Firstly. All that piece or parcel of land or ground with the messty or equal half share of the messuage, tenement, or dwelling-house standing thereon, assessed under No. 8, now assessed under No. 9, situate, lying and being on the western side of Gaumdevee Road in Girgaum, in the sub-district of Bhoieshwur, containing by admeasurement 107 square yards or thereabouts, registered by the Collector of Land Revenue under No 656, and bounded on the east by the Gaumdevee Road, on the west by the share of the said land belonging to Damajee Ballajee, on the north by the share of the said Janardhun Ballajee, on the south by the messty share of Janardhun Ballajee.

Secondly. All that messty or equal half share in all that piece or parcel of land or ground and the messuage, tenement, or dwelling-house standing thereon, (assessed under No 8 and now No. 9,) situate, lying and being on the weste n side of the Gaumdevee Road in the sub-district of Bhoieshwur containing by admeasurement 108 square yards or thereabouts, registered by the Collectors of Land Revenue under No. 656, and bounded on the east by the said Gaumdevee Road, on the west by the share of Damajee Ballajee in the said land, on the north partly by the vacant ground belonging to the Gaumdevee Temple, and partly by the gullee, on the south by the abovementioned ground, Lot No. 1. This land is subject to the perpetual lease granted unto Pootlajee Withuljee, under which the said Pootlajee Withuljee holds the dwelling house, No. 7.

Fourthly. All that piece or parcel of land or ground situate, lying, and being on the western side of the said Gaumdevee Road in the sub-district of Bhoieshwur, containing by admeasurement 56 square yards or thereabouts, registered by the Collector of Land Revenue under No. 656, and bounded on the east by the property of Ramjee Govind Bhopee, on the west and north by the vacant ground containing 94 square yards set apart for the common use of all, and on the south by the gullee or passage.

A deposit of 25 per cent. will be taken at the time of sale.

NUSSERWANJEE, CULLIANDASS & Co.

Bombay, 2nd February 1874.

MEHRJEE, JOHNSTON & CO. AUCTION SALE OF JEWELLERY, &c.

THIS DAY, MONDAY, the 2nd day of February 1874, at 2 p.m., Messrs. MEHRJEE, JOHNSTON and Co. will sell by Public Auction, at their Sale Room, by order of Mortgagee, Framjee Sunjana Sundese, Esq., on account and at the risk of Mortgagor, Shaw Ramdass Vithhookhandass, the following, viz. 2 pairs diamond brilliants, bangles, English bound, containing 126 brilliants (diamonds) and one cat-ring (brilliants) containing 3 thiken brilliants.

The above is on view.

TO-MORROW, TUESDAY, the 3rd instant, a large quantity of piece goods to be sold at 2 p.m., consisting of coloured prints, cambrics, shirtings, chints, choties, &c.

MEHRJEE, JOHNSTON & Co.

Bombay, 2nd February 1874.

SALES BY AUCTION.

CRAWFORD AND COMPANY, 2, MARINE STREET, BOMBAY.

USUAL AUCTION SALE.

THIS DAY, MONDAY, the 2nd instant, at 2 p.m., Messrs. CRAWFORD and Co. will sell by Public Auction, at their Rooms :—

15 Bales Grey Shirtings, 7 lbs.
3 „ Army Cloth
2 Cases False Pearls.
4 „ Beads.
2 „ Violet Hair Powder.
4 Casks Tin Paste Blacking.

A few Cases Perfumery and Medicine from G. F. Coward & Co.

19 Bales Grey Shirtings, 8¼ lbs.
5 Cases Coloured Sarees.
2 „ Coloured Flannel.

A very handsome China Lacquered Work Table on stands.
10 Bales Brown Packing Paper.

On account and at the risk of Ramaljee Mahomedally.
445 Dozen School Slates.

On account of the concerned—
12 Bales Grey Mulls, 2 lbs. 45 inch, good quality.

On account and at the risk of Hahimtoola Talub—
1 Case Rimmel's Beau's Grease.
1 „ „ Cologne Water.
3 „ „ Lavender Water.

On account and at the risk of Ambaisunker Vasdravun.
23 Bales 22 inch, grey T. Cloth, 7 lbs. good quality.

SALE of a Cotton Ginning Factory and the houses, godowns, and outhouses attached thereto, and of a large piece of cultivated ground at Broach.

Under instructions from the mortgagee, Messrs. CRAWFORD and Co. will, on WEDNESDAY, the 4th day of February next, at 4 P.M., sell by public auction, at their rooms, No. 3, Marine Street, Bombay, on account and at the risk of the mortgagee, Mr. Byramshaw Dhunjeebhoy, the following valuable properties in one lot.

LOT No. 1.

All that piece or parcel of land or ground, situate at Visulpore in Broach, in the Presidency of Bombay, containing by admeasurement 54,788 square yards or thereabouts, together with the several messuages, tenements, cotton ginning manufactory, dwelling-houses, out-houses, and godowns, out-houses and premises standing thereon, and all the machinery, fixtures, tools, and implements therein and thereto belonging, which said piece of land and premises are bounded on the east by the property of the Moolajee of Surat, on the west partly by the fields called Bhungsee fields, and partly by the premises hereinafter secondly described, on the north partly by the high road, and partly by the property hereinafter secondly described, and on the south by the fields belonging to the Fisjrapole institution at Broach.

LOT No. 2.

All that piece of cultivated land or ground called or known by the name of Hukemjeet Vujeepa, situate at Visulpore, in Broach aforesaid, immediately adjoining the premises hereinbefore firstly described, and containing by admeasurement 36,332 square yards or thereabouts, which said piece of ground is bounded on the east by a private road lying between and separating the said piece of land from the premises hereinbefore firstly described, on the west by the fields called Bhungsee fields, on the north by the public road, and on the south partly by the premises hereinbefore firstly described and partly by the fields called Bhungsee fields.

For further particulars and conditions of sale apply to the undersigned.

CRAWFORD & Co.

Bombay, 2nd February 1874.

NEW ADVERTISEMENTS.

NOW READY,

BOMBAY GAZETTE OVERLAND SUMMARY.

The Bombay Gazette Overland Summary, prepared for despatch by each Overland Mail for Europe, contains, in addition to all the News of the Week, a specially-written Market and Freight Report, and a well-digested Summary of Events.

Annual Subscription (in advance) Rs. 12
Single Copy..... Annas 4

"Bombay Gazette" Office, Meadow Street, Fort.

NOW READY,

THE BOMBAY PRICE CURRENT AND SUMMARY OF TRADE,

Published once a week at the *Bombay Gazette* Office, on the departure of the Overland Mail for Europe.

The Bombay Price Current contains—
A Specially-Written Market Report.
Freight Report, &c.
Quotations of Imports and Exports, and Customs' Duties.
Comparative Summary of Exports from Bombay, up to date as per Ships' Manifests, with the total Exports for the month, and for the same period as far back as 1863 and 1870 respectively.
Comparative Summaries of Imports of Piece Goods and of Yarn into Bombay from Great Britain up to date, with the total for the month and the same period as far back at 1863 and 1870 respectively.
Share List and Rates of Exchange.
List of Vessels in Bombay Harbour on the date of publication, and of arrivals and departures of Vessels during the week.

Annual Subscription in advance ...Rs. 10
Single Copy..... Annas 4

"Bombay Gazette" Office, Meadow Street, Fort.

MARINE INSURANCE.—The Undersigned having been APPOINTED AGENTS for the TRANSATLANTIC MARINE INSURANCE COMPANY, Limited, of BERLIN, are prepared to cover Marine Risks on the most favourable terms.

NUSSERWANJEE MANOCKJEE & Co.

SUN FIRE OFFICE, LONDON. ESTABLISHED 1710.

INSURANCES effected upon Merchandize, Warehouses, Shops, Dwelling-houses, and their contents, in Bombay and the Mofussil, at the Current Rates.

CLAIMS arranged by the local Agents, and paid with promptitude and liberality.

PEEL, CASSELS, & Co., Agents.

THE POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

AN UNIFORM RATE OF PREMIUM FOR THE WHOLE WORLD, AND FOR ALL PROFESSIONS OR EMPLOYMENTS.

NO ENTIRE FORFEITURE OF POLICIES, AND LAPSED POLICIES REVIVED WITHOUT FINE.

SURRENDER VALUE OF POLICIES (BEING 40 PER CENT. OF PREMIUMS PAID), FIXED AT TIME OF EFFECTING THE ASSURANCE.

POSITIVE NOTES OR PAID-UP POLICIES ISSUED ON EACH PAYMENT OF PREMIUM BEING MADE.

80 PER CENT. OF PREMIUMS INVESTED IN GOVERNMENT PAPER, IN TRUST FOR POLICY-HOLDERS, AND LODGED WITH OFFICIAL TRUSTEE TO MEET CLAIMS.

As an outer fortification to the system, £20 out of every £100 paid as Capital, is invested in Consols, in Trust, and forms a Guarantee Fund which can only be made available on the improbable consequence of a sudden mortality effecting the ordinary Life Funds of the Company.

The remainder of the Capital is employed in making loans on Mortgages, Reversions, Life Interests, Personal and other Securities in connection with Assurances. The Positive denies the right of using net premiums for Loaning purposes, as they should be invested in Government Securities on behalf of Policy-holders. While the Assurers are thus made safe, the Company is not debarred from making handsome profits for Share and Policy-holders, by the trading power of the Capital.

ASSURANCES EFFECTED
In Five Different Forms.

WHOLE LIFE POLICIES,
With Payment of Premiums ceasing, at the option of the Assured,
After 5, 10, 15, 20, 25, or 30 Years.

WHOLE LIFE POLICIES,
With Premiums payable during continuance of Life.

POLICIES FOR JOINT LIVES,
Payable at decease of the First which shall fall of Two Lives.

POLICIES FOR SHORT TERMS,
Of from 1 to 10 years.

ENDOWMENT POLICIES,
Payable at 50, 55, 60, or 65 years of age, or earlier in the event of death.

GADDUM & Co.,
Agents for Bombay.

Treacher's Building, Bombay.

J. NEUBERG, BOMBAY.

GUINNESS' STOUT, BOTTLED BY
SPARKS AND MOLINE.

LANDING PER STEAMER "GOOD HOPE," A FRESH SUPPLY OF THE ABOVE FAVOURITE STOUT.

QUARTS, in Cases of 4 dozen each ..... Rs. 6 0 per doz.
PINTS do. do. „ 4 0 do.
SINGLE DOZENS, AT FOUR ANNAS PER DOZ. EXTRA.

BASS' BEER, BOTTLED BY
CAMERON AND SAUNDERS.

PINTS, in Casks of 6 dozens each ..... Rs. 3 12 per doz.
IMPERIAL PINTS, do. 4 dozens each ..... „ 4 12 do.

BASS' BEER, BOTTLED BY
CUTLER, PALMER & CO., LONDON.

QUARTS, in Casks of 3 dozens each .....Rs. 5 8 per doz.
SINGLE DOZENS, AT FOUR ANNAS PER DOZ. EXTRA.

SMOKERS' REQUISITES.

JUST RECEIVED A LARGE & VARIED ASSORTMENT OF
MILO'S CLAY PIPES,
MEERSCHAUM PIPES; GENUINE QUALITY,
DIRECT FROM VIENNA,
TOBACCO POUCHES,
CHEROOT CASES.

TOBACCOS,

BEYNON STOCKEN & SON'S CELEBRATED MIXTURES AND VIRGINIA SHAG.

WILL'S BRISTOL BIRD'S EYE.

HIGNETT BROTHER'S SMOKING MIXTURE.

J. NEUBERG, BOMBAY.

NEW ADVERTISEMENTS.

THE FLOATING THEATRE, ESPLANADE.

THE LAST WEEK OF THE GREAT MIKADO JAPANESE TROUPE.

PERFORMANCE EVERY NIGHT

ENTIRE CHANGE OF PROGRAMME EACH EVENING.

A GRAND SPECIAL PERFORMANCE WILL TAKE PLACE
ON WEDNESDAY, 4TH FEBRUARY,
UNDER THE DISTINGUISHED AND IMMEDIATE PATRONAGE OF
HIS HIGHNESS MAHARAJA HOLKAR, G.C.S.I.

FRIDAY, 6TH FEBRUARY,
ANOTHER GRAND SPECIAL ENTERTAINMENT
UNDER THE DISTINGUISHED AND IMMEDIATE PATRONAGE OF
HIS EXCELLENCY
SIR PHILIP WODEHOUSE, K.C.B.,
THE GOVERNOR OF BOMBAY.

PRICES OF ADMISSION.

Family Ticket to admit three persons (First Class)—Rs. 6.
First Class, Rs. 3. Second Class, Re. 1. Pit, 8 Annas.

Doors open at 8 o'clock ; Performances to Commence at 9 P.M. precisely.

Tickets may be obtained of Messrs. SOUNDY, BRESLAUER, & Co., where a Plan of the Theatre can be seen and Seats secured.

*** Family Tickets to be obtained of Messrs. SOUNDY, BRESLAUER, & Co. only.

A. FEITELSOHN, Proprietor.
Wm. BURTON, Agent.

WANTED, an ASSISTANT SECRETARY for the Broach Municipality. None need apply who are not thoroughly conversant with the ENGLISH and GUZERATI Languages. A knowledge of keeping accounts in both languages necessary. Preference will be given to one who has some knowledge of Civil Engineering. Salary Rs. 60 to 80 per mensem according to qualifications, with good prospects of considerable increase. Applications with Copies of Testimonials to be addressed to the Officiating Secretary, Broach Municipality.

CRAWFORD & Co.

Undersigned, 2nd February 1874.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.—Ecclesiastical Side.

In the Goods, Chattels and Credits of NARAYEN CASSINATH, late of Bombay, Hindoo Inhabitant, deceased.

LUXUMEEBAI, widow of the abovenamed NARAYEN CASSINATH, deceased, the Guardian and next friend of her infant Sons SEAMRAO NARAYEN, HURRICHUND NARAYEN, and DWARKANATH NARAYEN (who are minors) and ANUNDRAO NARAYEN.....Applicants.

NOTICE is hereby given, that an application for Letters of Administration of the Goods, Chattels, and Credits of NARAYEN CASSINATH, late of Bombay, Hindoo, deceased, has been made to the High Court of Bombay by the above-named Applicants. All persons concerned there in are hereby apprized thereof.—Dated this 31st day of January 1874.

CRAIGIE, LYNCH, & OWEN,
Applicants' Proctors.

HOPE HALL FAMILY HOTEL, the oldest and the best, and affording all the convenience and comfort of a Home, is forced, under the present competition, to reduce their Rates :—

For a Single Gentleman Rs. 120 per month. } Including
Do. do. „ 5 for a day, week or so. } ing Ice.

Table excellent and Wine superior.

SORABJEE FRAMJEE & Co.

Bombay, 1st February 1874.

CHARTREUSE.

ANOTHER SUPPLY of this very delicate LIQUEUR is to hand direct from the Convent :—

BLANCHE, per Bottle	Rs. 3 8
JAUNE „	„ 4 8
VERTI „	„ 6 8

D. S. KEMP & Co.,
SASSOON HOUSE, BOMBAY.

FOR SALE a BAY AUSTRALIAN GELDING, fully 14 hands high, very quiet, and suitable for a Buggy or Brougham. Price Rs. 300. Apply P. G. B., *Gazette* Office.

FOR SALE, the Property of a Gentleman proceeded to Europe, a Light Circular-fronted English-built Miniature BROUGHAM, with Serviceable GREY ARAB HORSE, and nearly new Plated Mounted HARNESS.

The above to be seen by giving one day's previous notice to
BOMANJEE DOSSABHOY,
No. 7, Meadow Street.

IMPORTANT NOTICE.

SALE OF Messrs. PAYNE & Co.'s WINES AND SPIRITS, AT A FURTHER REDUCTION OF FIVE PER CENT.

TERMS—CASH ONLY.

THE Undersigned have been authorised to SELL, on account of the concerned, the following WINES and SPIRITS, imported by Messrs. PAYNE & Co., at the prices quoted :—

SHERRY.	Per doz. Rs. a.
Class 3—A pale, delicate and dry Dinner Wine	19 0
Do. 2—Extra fine, very dry and delicate	23 8
Amontillado—Extra dry and well matured	24 0
BUCELLAS.	
A delicate and light Wine	14 12
MADEIRA.	
Very fine old choice East India Madeira	25 12
PORT.	
Class 2—A full-flavoured mellow Wine	16 8
Do. 3—A fine old *Tawny* Burgundy Port	20 8
CHAMPAGNE.	
Half Pints	11 0
CLARET.	
After-Dinner Wine	19 12
Do. fuller-bodied—1865 Vintage	26 0
A few cases *Magnums* Light Claret at per case of 1 dozen Magnums	15 8
Pints at Rs. 10-8, 16-8, and 28 per Case of 2 Dozens.	
GINGER WINE.	
Payne & Co.'s	11 0
WHISKEY.	
Finest Scotch	12 12
Do. Irish	15 0
BITTERS.	
Swaine & Boord's Orange Bitters	12 0

GRINDLAY, GROOM, & Co.

Bombay, 2nd February 1874.

LAMPS! LAMPS!! FOR
KEROSINE, PETROLEUM, PARAFFIN.

WRIGHT AND BUTLER, MANUFACTURERS AND EXPORTERS,
BIRMINGHAM.

Photographs and Books on application. Greatly improved designs. American Burners if desired. Chandeliers in great variety. Patentees of the celebrated
"ECLIPSE."—NO CHIMNEY BURNER!

All Orders must be sent through an English House or accompanied by 60 days' draft.

ENGLISH JEWELLERY AND WATCHES, MACHINE MADE,
SPECIALITIES FOR PRESENTS, GIFTS, &c.

MR. STREETER,
(Late HANCOCK & Co., Limited,)

18, NEW BOND STREET, LONDON,

invites the attention of OFFICERS and FAMILIES residing in India to his extensive stock of 18-CARAT GOLD and GEM JEWELLERY, WATCHES, and CLOCKS, manufactured by Machinery, and sold at prices from 30 to 50 per cent. cheaper than ordinary hand-made productions.

A Catalogue and Price List containing a large number of Drawings and Sketches representing these special productions (no gold being used or less quality than 18-carat) has been prepared, copy of which will be forwarded,

COMMERCIAL INTELLIGENCE.

SATURDAY, 31st JANUARY.

THE rates of exchange in Sterling are considerably lower than our quotations of yesterday, and the tendency is for still lower figures for this mail. For next mail there may not be any very material change, but there is every indication of lower rates ruling for forward business.

Government Securities are improved in value, and there are few sellers at to-day's quotation.

Bank Bills, 6 months' sight ..... 1s. 11⅛d.
Bank Bills, 3 months' sight..... 1s. 11⅛d.
Bank Bills, on demand..... 1s. 11⅛d.
Documents, 6 months' sight..... 1s. 11 15/16d.
Documents, 3 do. ..... 1s. 11⅞d.
Credit Bills, 6 do. ..... 1s. 11 27/32d.
Credit, 3 do. ..... 1s. 11⅞d.

On Calcutta Bank Bills, 60 days' sight 98 nominal.
Do' demand..... 99½.

On Madras 30 days' sight 99⅞
Do. demand..... par

On China House Bills, 60 days' sight. 218.

GOVERNMENT SECURITIES.

Five-and-a-half per cent. 107
Four & half per cent. ... ...101½ to 102
Four per cent. 101½
New French Loan instalment paper of 1871 ...5 ,, ,,
1872 and 1873 ..... ½ per cent. prem.
New French Loan instalment paper of 1871 ...5 ,, ,,
Paris Municipal Loan (Debenture Rs. 117)
per Bond..... 113 ex coupon.

Rates of discount at New Bank of Bombay—

Loans on Government Paper on demand			6 per cent.
Fixed Loans on	do.	to 3 months'	7½ ,,
Do.	do.	over 3 do.	8½ ,,
Do.	on Merchandise		9½ ,,
Cash Credit	do.	to 3 months'	8½ ,,
Do.	do.	over 3 do.	8½ ,,
Do.	do.		9½ ,,
Bank Bills			8½ ,,
Mercantile Paper			8 ,,

PRICES OF BULLION, &c.

Sovereigns, each	Rs. 10-4
Carolus	,, 206
Mexican Dollars	,, 203
Francs	,, 796
Bar silver...	,, 107½
Gold Lee	,, 17-2½
Bar Gold 10 oz. English 100 touch	,, 17-4
Australian Gold ... ... 100 touch	,, 17

FREIGHT REPORT.

SATURDAY EVENING.

Good demand for sailing tonnage. Rates by Steamers are unchanged.

London	Cotton ..... Cases ..... Seeds	No ship
Liverpool	Iron Ships Cotton ..... Wooden Ships ,, ... Myrabolams ..... Oor bdis ..... Seeds	£2 10s. 0d. £2 10s. 0d. nominal. £3 5s. 0d. £1 0s. 0d. £2 5s. 0d.
Havre ...	Cotton..... Coffee	£2 17s 6d to £3 0s. 0d.
Overland Steamers—		
London		£3 0s. 0d.
Venice		£3 0s. 0d.
Trieste		£3 0s. 0d.
Liverpool.....		£3 0s. 0d.
Havre Cotton		£3 5s. 0d.
Liverpool via Suez Canal ...	Wheat ..... Seeds ..... Cotton	£2 12s. 6d. £2 15s. 0d. £4 12s. 0d. £2 15s. 0d. £2 12s. 0d. £2 15s. 0d.
China ...	Steamer Cotton ..... ,, Opium ..... Sailing Ships	Rs. 20 per ton. Rs. 25 to 30 per chest. Rs 4 per bale nominal
Calcutta ...Salt		Re. 8 per ton.
Calcutta to Bombay		Rs. 12 port charges.
Mauritius		Nothing doing.

BOMBAY BILL AND STOCK LIST.

SATURDAY, 31st JANUARY.

MARKET quiet and steady for Bank of Bombay and Spinning shares.

BANKS.

No. of Shares	Nominal value each sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank.....	90
72,000	1,000	all	7½ p.ct.	Bank of Bengal	1,460
1 0,000	500	all	5 p. ct.	Do of Bombay New ..	735 x d.
10,000	500	100	5 p. ct.	Do 2nd Res. issue	265 xd
5,250	1,000	all	5 p.ct.	Do of Madras	1,1.0
1 0,000	250	all	8 p.ct.	Chartered Mercantile Bk. of L. & China	265
40,000	281	all	12 pct.	Hong. & Shanghai Bank	450 nl
40,000	200	all	5 pct.	Chartered Bk. of I. & C...	200
10,000	250	125	8 p.ct.	National Bank of India.	127
16,000	250	all	12 do.	Oriental Bank	495

RAILWAY COMPANIES.

.....	£20	21 9-20	p.c	G. I. P. Railway Consolidated Stock ..... 234 ex d.
.....	£20	10 9-10	do.	Do. New £20 Shares 126
.....	£20	13 10-20	do.	Ditto
.....	£100	1,000	do.	B. B. & C. I. Railway Co. 1,135
.....	£18	19 6-20	do.	Do. New Shares .....

LAND COMPANIES.

4,000	2,500	all	Rs. 60	Colaba Land C	1,385
2,000	150	all	Nil.	Frere Land & Pier Co. Ld.	108
750	2,000	2,000	80p.a.	Mazagon Land	940
4,000	1,000	all	15p.a.	Port Canning Land Company, Limited	360

SPINNING AND WEAVING COMPANIES.

620	1,250	all	112½ p.	Alexandra Spinning	1,515
500	2,500	all	140*	Allliance Spinning	2,760
200	1,000	all	60*	Bhowanuggur M. & P. Co.	1,075
900	1,000	all	60*	Bombay United	1,320
1,600	150	150	25*	Broach Mills.....	275
2,500	2,000	all	50p.	Dhurumsey Spinning.....	1,700
750	2,000	all	200p.	Great Eastern	2,600
750	1,000	all	...	Jeevraj Bailo Mills	1,225
1,600	1,000	all	75 p.	Manockji Petit's	1,450
900	1,000	all	100p.	Morarjee Spinning	1,310
900	2,500	a l	160p.	Oriental	3,825
600	2,500	400	100p.	Royal	2,250
800	1,000	all	...	Soondercias Spinning.....	1,750

* Per share for the half-year.

PRESS COMPANIES.

150	5,000	2,250	160 p.	Akbar Cotton Press Co...	1,650
200	2,000	*1,100	150do.	Albert Co. Kurrachee.....	900
100	500	all	15 p.	Albert Ginning Co.....	500
200	5,000	80	Nil.	Alexandra Press Co.....	215
100	12,000	1,000	100p.	Apollo Press Co.....	5,500
200	2,500	all	...	Bezar Cotton G. & P. Co.	1, 75
200	2,000	all	200p.	Bombay Press Co.....	550
200	500	all	500 p.	Do New.....	275
100	1,000	1,000	100 p.	Broach Cotton Co	500
100	1,500	...	...	Carwar Company.....	700
500	1,000	all	10 *	Colaba Press Co.....	3,900
250	2,000	all	250p.	East India Press Co.....	2,700
150	5,000	all	500 *	Fort Press Co.....	4,200
200	2,000	1,200	75 p.	Framji Cowasji Press Co	430
200	1,000	all	70 p.	Freneel Press Co	695
250	5,000	1,400	75 p.	Imperial Press Co	750
200	400	350	60 p.	Mofussil Press & G. Co..	550
600	2,000	5 00	...	Nicol Press Manuf. Co., Ld.	1,800
120	2,500	750	125 p.	Prince of Wales Press.....	1,800
200	1,000	all	...	Sunson's Press Co.....	9)
400	250	75	125 p.	Scinde Press Co.....	500
100	2,000	750	...	Scinde and Punjab Cotton Press Co., Limited.....	1,100
25*	1,500	1,250	Rs. 80	Victoria Press, Madras...	1,100
150	250	all	40 pa.	Vin. Cot. Gin & Press Co.	260
450	1,000	all	30 p.a.	Volkart United Press Co.	950

o Per share for the half year.

MISCELLANEOUS.

.....	2,500	1,500	13½ pa.	Bombay Burmah Trading Corporation	1,340
1,000	50	al	4½ p.ct	Bombay Gas Company ...	65
500	500	200	15 pa.	Landing and Shipping Co. of Kurrachee Ld..	102
2,150	300	100	8 p.c.	Malabar Company Ld....	100
4,000	50	all	15 pa.	Mechanics' Build'gs Co..	26
.....	500	all	65 pa.	Treacher & Co	420
.....	250	all	90 pa.	Vlegas Patent Slip Co ..	225

BANKS IN LIQUIDATION.

		Date of L'dation.		
.....	95	19½	...	Bank of China..... 1
.....	250	2	Mar. '68	Central Bank..... 1
.....	...	...	...	East India Bank 1
.....	200	13	Feb. '67	Indian Peninsula..... 1
...	200	70½	May '67	Royal Bank 0

SALES AND PURCHASES.

PIECE GOODS.

THE market on Saturday closed very dull, without any quotable change in prices. The following sales are reported to have been made by European firms on Saturday :—

500	pieces	Grey Shirtings		40 in.	39	yds.	8½	Rs. at Rs.	5 0 0
800	,,	,,	,,	40	,,	39	,,	8½	,, at ,,	5 3 0
1,000	,,	,,	,,	40	,,	39	,,	7	,, at ,,	4 4 0
1,200	,,	,,	Madap'lams	32	,,	24	,,	3	,, at ,,	1 15 6

COTTON, &c.

Reuter's of Friday's date reports the Liverpool market as closing quiet but unchanged, with Surats very dull. Fair Dhollera has declined 1/16d. per lb., being quoted at 5½d. per lb. The Manchester market is reported very dull, but prices, when compared with the previous quotations, show no change. The Cotton market here has been in the same position, and prices remain quite unaltered. The undermentioned purchases, which amount to about 300 candies only, are reported to have been made by European firms on Saturday :—

50	candies	New Khandesh	at Rs. 150-54
25	,,	,, ...	at ,, 152
5	,,	Bhowanugur	at ,, 180
25	,,	Broach M. G.	at ,, 184½
25	,,	Barsee, W. S.....	at ,, 168
25	,,	Nogaur.....	at ,, 172
10	,,	Khandesh	at ,, 158
25	,,	Old Dhollera	at ,, 149
25	,,	,, ...	at ,, 145
50	,,	Jodia.....	at ,, 128-30

YARNS.

We have scarcely any change to report in the state of the market, and no sales have taken place.

METALS.

No sales have come to our notice.

KHANGAUM AND OOMRAWUTTEE BRANCH RAILWAYS.

Traffic Receipts and Train Mileage for Khangaum and Oomrawuttee for week ended 17th January.

	Receipts. Rs. a. p.	Train Mileage.
Passengers	190 0 5	 122
Goods	1,151 7 6	 159
Electric Telegraph.....	16 8 0	 0
Total.....	1,357 15 11	Total..... 281

SHIPPING.

ARRIVALS.

Jan.	Vessel.	Commander.	From.
31	Aristocrat (s)	Bowick	Shield, Dec. 22.
	Asia (s).....	Gray	KutchMandvie, Jan. 29.
Feb. 1	Fehlwan (s).....	Pead	KutchMandvie, Jan. 29.

DEPARTURES.

Jan.	Vessel.	Commander.	Destination.
31	Lorton Vale.....	Anderson	Rangoon via Cochin.
Feb. 1	Arabia (s).....	Cobourn	Genoa, &c.
	Ari-l (s)	Jones	Liverpool.
	Dunraven (s)	Pottinger	Liverpool.

The following vessels obtained their port clearances on Saturday last :—
Ship Chrysolite, Parson, to Rangoon.
Brig E. de Damo, Nacoda, to Mozambique.
Ship Governor Wilmot, Low, to Rangoon.

The following vessels were entered out for loading on Saturday last :—
Ship Norah Greame, to Liverpool.
Ship Dreadnought, to Liverpool.
Steamer Penang, to Cutch and Kurrachee.

CALCUTTA.

ARRIVALS.

Jan.
27 Precurseur (s).....Veillet .....Bordeaux, Nov. 30.
28 Jorawur.....Davis .....Cardiff, Sept. 19.
Livorno (s) .....D-dero .....Genoa, Nov. 16.

DEPARTURES.

27 Steamers Mahratta, Moulmein and Himalaya, ships Richard Rylands, Hippolyta and barque Tiger.
28 Steamer Arcot, Ships Childers, Bolton Abbey, Loch Lomond, Glenesk, Barque Tiber and Antela.

MADRAS.

ARRIVAL.

Jan.
30 Bleng ..... Colombo via Paumben.

DEPARTURES.

Jan
29 Emblehope (s)..... ..... Calcutta.
30 Oriental (s)..... ..... Colombo.

GALLE.

ARRIVALS.

Jan.
27 Meinam (s)..... ..... Calcutta.
29 Piko (s)..... ..... Aden.
Tigre (s)..... ..... China.

DAILY IMPORTS.—31st JANUARY.

FROM LIVERPOOL.

Mezzalah, s, 1, 600 bundles, 4,289 bars and 20 cases iron, Tejmali Gopjee; 3 hogsheads port wine, N. Framjee Dhondy.
Timor, s, 1,950 bundles hoop iron, Khirjee Jewa; 2 cases plated glass, Nowrojee Cowasji & Co; 750 bundles and 134 bars iron, Huridass Jairam; 500 bundles sheet iron, T. Essoffally.

FROM LONDON.

Good Hope, s, 25 cases metal sheets, the New Bank of Bombay; 15 casks brass wire, R. L. Southern & Co; 300 cases brandy, R. Angus & Co; 500 kegs red lead, Josub Ahmed & Co; 50 cases matches, John S. Elmore & Co.
Walamo, s, 20 cases brandy, Ardaseer Cursetjee Dady & Co.
Commodore, s, 25 cases gin Framjee Nowrojee.
Accrington, 50 boxes candles, Bhikoo Sazba & Co.

FROM GENOA.

Arabia, s, 6 cases liqueurs & 25 cases brandy, D. S. Kemp & Co.

FROM BORDEAX.

Burdigala, 100 cases brandy, Jemsetjee Nowrojee.

DAILY EXPORTS.—31st JANUARY.

FOR LIVERPOOL.

Mistress of the Seas, 1 bale cotton, Sethmul Hurtiram' 83 bales cotton; 1 bale and Rangdayal; 2 bales hemp W. N. C. & Co; 325 cwts, gunnies Ramjee Nagsey.
Lady Allan, 500 bales cotton, Gaddum & Co.
Amyone, 1 0 bales cotton, Ewart Latham & Co.
North Greenoe, 440 cwts. tonos, Edward Bates & Co.
Benefactress, 100 bales cotton, Behrend Brothers.
Thundercloit, 100 bales cotton, Kilachand Hurridass & Co.
Dunraven, s, 80 bales cotton, Goorjee Lilladhur; 64 bales wool, Nowrojee Manockjee & Co; 100 bales hemp, Nathoo Soondercjee; 276 cwts myrabolams, Motijoordass Nathoo.
South Tyne, s, 9 bales wool Nurseo Khattow; 37 bales wool, Nuburjee Mohundas; 40 bales wool, Samjee Veerjee.
Consett, s, 200 bales cotton, Gaddum & Co; 250 bales cotton, Soondersas Mooljee; 100 bales cotton, Killick Nixon & Co; 200 bales cotton, Ewart Latham & Co; 100 bales hemp, Nathoo Soondercjee; 270 bags wheat, Finlay Scott & Co; 1,050 bags wheat, Ralli Brothers; 11 bales cotton, Richard Martin & Co.
Ariel, s, 100 bales cotton, S. L. Macneil Esqr.
Nio, s, 1,000 bales cotton, Ralli Brothers; 600 bags wheat, Ramkissendas Ram ook; 500 bags wheat, Stearn Hobart & Co; 500 packages wet dates, Lillakhur Eballi; 10 bags wheat, Volkart Brothers.

FOR LONDON.

Timor, s, 109 bales skins, Stearns Hobart & Co.
Good Hope, s, 7 cases gum, Cassum Shimjee; 1 66 bags coffee, Australian Trading Co.
Hindoostan, s, 8 cases silk, Jairazbhoy Peerbhoy.

FOR VENICE.

Hindoostan, s, 100 bales cotton, Gaddum & Co.

FOR TRIESTE.

Tebe, s, 189 bags coffee, B. I. S. N. Co; 81 bags coffee, Volkart Brothers; 200 bales cotton, Ewart Latham & Co; 15 bales hides, W. Nicol & Co.

FOR HAVRE.

Corinna, s, 868 bales cotton, Ewart Latham & Co.

FOR SUEZ.

Hindoostan, s, 3 bales silk, Mahomed Saduck Munjee; 2 bales silk, Ahmedshaw Yesoobshaw.

FOR HONGKONG.

Mooltan, s, 36 bales cotton, B. I. S. N. Co; 13 bales cotton, S. Tyebjee & Co; 135 bales cotton, D. G. Hussan 235 bales cotton, Jairazbhoy Peerbhoy; 117 bales cotton, Carimbhoy Ebram.

FOR SHANGHAI.

Mooltan, s, 1,342 pigs lead, P. & O. Co.

MILITARY.

DEPARTURES—JANUARY 30.

Hatch, Colonel, Gun Carriage Department, on duty, to Calcutta.
JANUARY 31.
Harvey, Colonel, Thuggee Department, on duty, to Jubulpore.
FEBRUARY 1.
Shepherd, Captain, Bengal Staff Corps, on sick leave, to England
Ward, Major, Madras Staff Corps, to rejoin, to Tannah.
Tremlett, Captain, Bengal Stud Department, on furlough, to England.
Pitcher, Captain, Bengal Staff Corps, to rejoin, to Bunnoo.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail closes.	Arrival packet.
United Kingdom	Feb. 2	... 5-30 P.M.	... 6-30 P.M.
Kurrachee	,, 6	... 11 A.M.	... 12 A.M.
Persian Gulf via Kurrachee.	,, 13	... 11 A.M.	... 12 A.M.
Australian	,, 7	... 4-30 P.M.	No after packet
China.....	,, 10	... 6-30 P.M.	
Mauritius, Reunion, &c.....	,, 16	... 5-30 P.M.	... 6-30 P.M.

OVERLAND SUMMARY
OF
THE BOMBAY GAZETTE,

Compiled for despatch by to-day's Mail.

Price—As. 4 per Copy.

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DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BIRTHS.

BELLEW—January 28th, at Lahore, the wife of Surgeon-Major H. W. Bellew, C. S. I., of a daughter
FOWLER—January 25th, at Cannanore, the wife of James Fowler, of a son.

DEATHS.

O'ROURKE—January 27th, at Medical College Hospital, Mrs. Annie O'Rourke, from the West Indies, for many years nurse and midwife in Calcutta, aged 55 years.
SARKIES—January 20th, at Dacca, Johannes Carrapiet Sarkies, Esq., aged 65 years.
STOKES—January, 29th, at Madras, aged 22, Helena Amy, wife of H. E Stokes, M. C. S., and second daughter of Dr. Currie, C. B., Surgeon General, B. M. S.

ALL MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

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The Bombay Gazette.

MONDAY, FEBRUARY 2, 1874.

LORD NORTHBROOK has published what appears to be, from the telegraphic summary of his despatch, a triumphant vindication of the policy of free trade in grain against the attacks of the spasmodic school of critics who think that the rules of political economy are all very well to steer the ship of State by in a calm, but that when a storm comes on they should be set aside altogether. If the Viceroy had listened two months ago to the advice of sentimental journalists who take their cue from Sir George Campbell, he would have prohibited the export of rice from any province of British India to any port except Calcutta, and so have upset the grain markets throughout the world and ruined the traders in British Burmah and Orissa in order to provide against the possibility of a dearth in Bengal and Behar. Nor would this vigorous act of despotism have satisfied the panic-stricken clamourers for a policy which should set at defiance all the laws of political economy and common sense,—for political economy is only the science of common sense, and its maxims as to the best mode of inducing foreign growers to export grain freely to a district in which the crops have failed are but the embodiment of principles deduced from the accumulated experience of centuries of experiments in trade The wildest counsels have been pressed eagerly on Lord Northbrook's acceptance. The Government of India was called upon at the beginning of December to cut down all the poppy plants in Behar and plant grain in their place; to seize all the crops throughout Bengal and make a present of them to the ryots; and, if this were not enough, and the Zemindars, deprived of their annual rents, did not spontaneously bring out their hoarded wealth and ask the ryots to share it with them, to make unlimited advances of money out of the public treasury to the cultivators and hold the landlords responsible for the repayment of these loans. The only wonder is that some of the more fanatical of Sir G. Campbell's disciples did not say the only remedy for the ills with which Bengal was afflicted would be, to hang all the Zemindars, those *bêtes noirs* of public-spirited tax-gatherers who think the State is robbed whenever any private individual makes money out of the land. Luckily for the country, Lord Northbrook is a man who can keep his head cool in time of danger. He has, from the first, been careful to believe in nothing but facts regarding the drought; and he now deliberately records a final estimate of the probable range and intensity of the famine which does not differ materially from that which he framed two months ago on information then supplied to him from the various districts of Bengal, and which is so circumstantial that one is bound to place entire confidence in its correctness.

The Viceroy believes he has ascertained that, at the utmost, the Government of India will be required to feed 2½ million people for seven months. If we assume that the old proportion is maintained, and that only one in ten of the population in the districts affected will be left absolutely without any means of support except what the State can supply, it follows that the total population of the famine tract will not exceed twenty-five millions. These are terrible figures, but they still allow one to breathe freely when they are placed alongside of the appalling estimates which have formed the text of so many pathetic leading articles. The Viceroy distinctly states, too, that the Government of India has made all necessary preparations, and that it can count upon importing in good time more than enough grain to feed two and a half millions. Allow a pound of rice a day—a liberal allowance—for each man, woman, and child of this whole number of people; and the quantity required for consumption in seven months will be 535,600,000 lbs., or 240,000 tons. If, therefore, the Government has already partly stored and will have fully stored by the end of May 340,000 tons of grain, it is evident that the provision made is ample.

The only difficulty, in fact, is one of transport; and that is lessened by the discovery that actual famine will probably be confined to Tirhoot and the neighbouring districts to the north of the Ganges. Our Special Correspondent, writing from Patna three days ago, gives the Gunduk river to the west and the line of the projected Darjeeling railway to the east as the limits of the famine tract. This part of the country is, unfortunately, far worse provided with means of communication than the districts to the south of the Ganges, which, as it now appears, will suffer from scarcity, but will escape the scourge of famine. There is no railway and no great road on the north of the Ganges, and the distribution of the food imported will drain the resources of the Government. But Sir Richard Temple is scouring the country at the rate of forty miles a day to put something of his own energy into every servant of Government whose duty it is to aid in relieving the people, and the carts and cattle and transport agencies which must have been waiting for work in other parts of Bengal will now be available for use in Tirhoot. Our correspondent, writing on the eve of his departure from Patna for Tirhoot to join Sir Richard Temple's camp, gives it as his impression that Government was taking matters too easily, and hints that already there have been cases of death caused by starvation. He speaks, however, only from hearsay yet, and it remains to be seen if the results of his personal observation will confirm what he has been told. In any case, the public will, we think, be glad to have the means which this gentleman's letters will, we hope, afford them of forming an independent judgment as to the accuracy or want of accuracy of the official narratives published by the Government of India. One thing is now beyond the region of doubt. Famine has actually begun its work in Bengal, and it is time for private benevolence, in Bombay and London as well as in Calcutta, to exert itself energetically in order to lighten, as far as it can, the burden the State has to bear.

WE mentioned a fortnight ago that the delay of the Government of India in according its formal sanction to the construction of a dock on the Elphinstone property had been caused by the necessity of a reference home. We are now able, however, to state definitely that the Viceroy in Council has sanctioned Mr. Kittredge's project, and this decision of the Government of India will no doubt be communicated at once by the local Government to the Port Trust. The minority of the Trustees, who disapproved, on sanitary grounds, of all proposals for making docks, have, we believe, been convinced by Dr. Lumsdaine's Report—which is confirmatory of that previously made by Drs. Blaney and Weir—that no danger need be apprehended to the health of the town from the existence of docks on the harbour side of the island; and it is unlikely, therefore, that any further obstacles will be placed in the way of the execution of this long-meditated work. It shows what sheer pertinacity, aided of course by a thorough knowledge of one's business, can effect, when Mr. Ormiston has thus succeeded in persuading the Government to carry out his favourite scheme. There is an advantage in being able only to see one thing at a time; and Mr. Ormiston, being naturally prejudiced in favour of the Elphinstone site, and having a firm opinion that he is the only man competent to form an opinion about docks in Bombay harbour, has now brought nearly every body out of Bombay round to his way of thinking. We believe that the whole Elphinstone Reclamation is a failure for purposes of trade, and that the Government of India is not likely to recover the money it is now going to sink in a dock at this part of the foreshore. No doubt, when the dock is made, ships will go into it; but when the Government has the formidable competition of Sassoon's Dock to encounter, it surely ought to take special pains to make its own dock cheaply and on the best possible site. We dispute the assertion that only a mechanic or a stone mason is qualified to determine where a dock would be most useful to trade; but, even from the engineer's point of view, there is a good deal to be said in favour of Moody Bay as a preferable site to the Elphinstone Basin. Mr. Russel Aitken, for instance, who has a good head on his shoulders though he loses his temper sometimes, writes to us on this subject as follows:—"The Elphinstone "Dock scheme should stand or fall by the "entrance above Cross Island. It is folly to "talk about towing ships past Moody Bay "along the front of the Reclamation, as the "Port Trust recommend. In order to make "out that the Elphinstone is more ready for "docks than Moody Bay, Mr. Ormiston has "moved the line of reclamation of Moody Bay "apparently, on his own responsibility, a thousand feet into the harbour, and by this means "makes out that thirty lacs will have to be "spent in reclamation alone before Moody Bay is "ready for docks. You will, I daresay, be surprise to learn that the Reclamation at Moody "Bay *is already far enough advanced* for the "works to be commenced at once. What is "wanted is water space and not quay space. "One hundred feet of quay between the Frere "Road and the Dock (and there is that now) is "as much as can be utilized by a dock. Further "reclamation is useless. Docks in Moody Bay "would be better than on the Elphinstone pro"perty: 1st, Because no approach of any "length is required, deep water being close in"shore to the lower end of the Docks, whereas "the Elphinstone entrance will cost according "to Mr. Ormiston's estimates 26 lacs; 2ndly, "Because the walls of a dock in Moody Bay "can be founded near the bottom of the Dock, "while in the Elphinstone the walls will require "to be taken a great depth down to get a solid "foundation; 3rdly, Because docks in Moody "Bay, not being shut off from the sea breeze by "Nowrojee Hill and the native town, would be "much healthier than at the Elphinstone. In "all respects the Moody Bay site is superior; "and its advantages should not be overlooked "on account of some imaginary notions about "improving the value of the land on the Elphin"stone estate."

NOTES OF THE DAY.

THE Report of the Commissioners appointed to inquire into the affairs of Baroda is, we hear, nearly completed; and it will probably be sent forward to the Government of India in the course of the present week. We hope that the recommendations of the Commissioners will receive the prompt attention of the Viceroy in Council; for the Gaekwar and his friends seem at present to treat the whole business of the appointment of a Commission as an excellent joke.

IT is satisfactory to note from the Health Officer's report for the week ending 18th ultimo that the rinderpest is gradually dying out. The week under notice exhibits a marked decrease in the number of admissions to the hospital. There has not been a single municipal bullock attacked, and the Health Officer remarks that their freedom from disease is a most favourable sign, as from the nature of their work they must needs be exposed to infection on all sides, and he argues therefrom that the condition of the bullocks in the town must be satisfactory. The following shows the state of the Rinderpest Hospital for the period under notice. There remained from the previous week 41 animals (three of which were municipal property); the number of admissions amounted to 18, and of the whole number 15 died, 16 were discharged, cured, leaving 28 animals only on the evening of the 18th January. The result so far is very gratifying and it is to be hoped that ere long the pest will have ceased altogether.

ON Saturday afternoon a meeting of the Bombay Branch of the East India Association was held in the Framjee Cowasjee Hall, when Mr. Javerilal Umiashunkar read a paper on "Indian Bureaucracy: its features, or secrets in officialism." The attendance was considerable. The speaker gave his reasons for choosing this subject as his theme. He declared it to be his opinion that public opinion in India was necessary to guide the Government of the country to come to correct conclusions in matters of policy, and he regretted that there should be so little confidence between rulers and subjects as there is. He desired a more intimate knowledge by the rulers in India of the feelings of the people, as this would "make them pause, reflect, and desist from policy proposed to be carried out." In England, he contended, there is a growing desire to know the true state of India, but this is greatly hindered by the "close policy" which the Indian Government officials generally pursue. The speaker spoke chiefly on behalf of the mofussil population, which is often saddled with a measure before it knows what the measure is about. All it knows is that the Collector Sahib has obtained the ear of Government, and hence the mysterious measure. The lecturer said a great many unnecessary things in his desire to point morals and adorn tales, but he was not altogether just to the procedure of local Governments respecting measures which are proposed to be introduced in the Legislative Councils, because copies of all Bills which it is proposed to pass are printed in the vernacular and brought to the notice of the classes which they may affect. But nevertheless he said a great deal which we must sympathise with. The system which presupposes that there

the famine, and the present whereabouts of Sir Richard Temple, to have started northward last night for Mozufferpore, a town in Tirhoot, thirty six miles distant. However, I found that Mr. Bayley, the present Commissioner, had followed in the wake of Sir Richard. As it was necessary for me to obtain precise intelligence re starting north ward into a country without rail or wire, I was perforce obliged to abandon that hope, and so I have spent a longer time than I intended in Bankipore. However, the time has not been wasted. I have made myself acquainted with the opinions of several officials; and this morning had a minute conversation with the gentleman who, in the absence of the Commissioner, acts for him, and is therefore thoroughly well acquainted with the absorbing topic of the famine. The great desideratum amongst officials here is for maps on a large scale and of the most trustworthy character of the famine-stricken portions of the country. A D. P. W. officer told me that every one in Mozufferpore was in need of such maps, and the Collector himself couldn't supply those he desired with them. Can such be had in Bombay—I mean maps, roughly speaking, of the country north of the Ganges, from the Gunduk on the west to the proposed line of railway to Darjeeling, on the east? Calcutta, I hear, has been unable to supply the deficiency.

Let me not pass from this mention of maps, without asking your readers to open any ones, however meagre in detail they may be, which they may possess, in order that they may see for themselves the exact location of the parts of Behar which Government acknowledges to be actually and at the present time famine-stricken. The river called the Gunduk, which flows out of Nepaul to the west of the Chumparun district, is regarded by some as the western limit of the famine proper. I need not say in this place anything about the severe scarcity still further westward of the banks of this river, though, as the country there forms part of the North West Provinces, Sir William Muir had better look sharp to it. The tract of country called the Terai, spreading eastward from the Gunduk south of the Nepaulese Himalayas to the tract which spreads as far as the eastern limits of Durbunga, is the scene of the famine. The capital of Tirhoot, Mozufferpore, lies too far south to come into the fatal band of desolate country, which though thin is long, and towards Durbunga is most densely populated. In the Chumparun direction, however, the population is not very great. The Acting Commissioner, to whom I am greatly indebted for information relative to the dearth in Behar, considers that the whole of the country stricken by actual famine does not contain more than two millions of inhabitants. I cannot give any opinion as to the accuracy of this statement; but, considering the area, and considering the dense population of Durbunga, Madhobanee, and Seetamurree, in parts of which districts there are acknowledged to be 600 inhabitants to the square mile, the Terai towards Chumparun must be very sparsely peopled indeed! I love official caution. It is a delicious commodity. The rounded phrases of official utterance are to me the acme of eloquence. I asked, quite innocently, if there had occurred any deaths from starvation as yet in the famine-stricken districts. The answer to my question was couched in the most delicately finished official style:—"Well, there have been rumours of one or two cases of fever, in which death was perhaps slightly accelerated by the abnormal withdrawal of necessary bodily nutrimen." !

The Rajah of Durbunga is certainly one of the wealthiest landowners in these parts. His is a great rice-producing country. No spring crops are sown, and the dense population depend wholly upon the rice crops at the close of the year. In 1873 this failed. Absolute ruin stares the whole country in the face. The Government have pushed 200 000 maunds of rice in this direction through Tirhoot. The Rajah is a minor, and is a ward in Chancery; but the Government have authorized the Commissioner of Patna to use a portion of the Rajah's revenue to relieve the famine in his dominions. This is being done. More than 70,000 maunds of rice have been supplied to the locality in the Rajah's name already. This of course is not enough, as the famine is already down upon the territory. Why were not measures taken before?—that is the wonder. As far as regards other places, such as Southern Behar, there was reason perhaps sufficient for Lord Northbrook's procrastinating policy. There, rain for the rubbee crops was being waited for, month after month. But Madhobanee, Seetamurree, and Durbunga, were long ago rendered absolutely barren of food, and utterly cut off from indulging in hopes of a spring atoning for the disasters of an outturn. And yet it is now a possibility—I certainly hope not a probability—that those three districts will be the scene, on a small scale, of some of the ghastliest horrors of Orissa.

I do not think that I have seen Sir Arthur Cotton's rather too violently worded letter to the *Daily Telegraph* quoted in your columns. In any case, I beg to draw your attention to a part of one of the paragraphs in it. Sir Arthur writes:—

> The late telegrams put the matter in a worse light than for a time appeared; so much so, that I am sensible of an effort to try to deceive myself so awful is the prospect opened out. Let us try to calculate from the statement what number of millions have to be fed. The following is the estimate from the Viceroy's telegram:—
>
> | | Millions. | | Crop deficient. | | Millions. |
> |---|---|---|---|---|---|
> | Western Bengal | 24 | ..... | ¼ | ..... | 1 |
> | Central Delta | 7 | ..... | ¼ | ..... | 1¾ |
> | Northern Bengal | 7 | ..... | ¾ | ..... | 5 |
> | Uplands | 7 | ..... | ¼ | ..... | 1 |
> | Northern Behar | 11 | ..... | ¼ | ..... | 2¾ |
> | Southern Behar | 8 | ..... | ¾ | ..... | 6 |
> | Total millions to be fed | | | | | 21 |
>
> That is, the deficiency is stated to be equal to a full supply for 21 millions, which for eight—not four—months, at 1lb. per head, 2-3rds of the ordinary consumption per day, would be 2¾ millions tons. I dare hardly tell the deficiency is as great as this; but these are the data we have to calculate from, and we must look the awful conclusion in the face. Compare this with the Lieutenant-Governor's sending 70,000 tons to the district by the end of January—1-30th part of the deficiency. It must be remembered that not a moment is to be lost in getting the rice to the depots, the whole of it, because the difficulties of the land carriage will increase every day.

That most cautious of officials to whom I have alluded in a former part of this letter assured me that, in his opinion, the estimate of the deficiency in the crop of Northern Behar as being two-thirds was a wrong one He affirmed the crop to have been *a total failure*. This is a sufficiently startling assertion, when an official, who is acting for the Commissioner of Patna, makes it! I hear that flourishing accounts of the remarkably promising appearance of the rubbee crops of Southern Behar are received daily, although hardly any rain has fallen, and there have been nipping frosts far south. I hope the Collectors who pen these accounts take the trouble to see their districts for themselves. Rubbee that can flourish without rain is a plant to which the Bengal Board of Agriculture should turn its attention! Of course here all round me is green and smiling, and the district of Patna is undoubtedly in a flourishing condition. The Ganges cannot flow, without the adjoining lands owning his mighty influence. Some parts of the districts I am about to visit have been, so I hear, peculiarly blessed by local showers. Mozufferpore, for instance. I hear is blooming, though twenty miles to the northward of it all is arid. Patches of land, too, in the Terai have escaped frost and drought. When you ask about Nepaul, men shrug their shoulders, and leave the Nepaulese to Providence and their own wits. A fearful shadow hangs over that province. Rumour speaks of its being afflicted just like the Terai. Export from thence is prohibited, and thus but very small quantities of grain find their way from Nepaul to the Terai. But Nepaul has specially imported nothing as yet. We have sent on 2,0,000 maunds of grain to Chumparun. But I fancy it will be found very difficult to distribute relief, with a ready and successful hand, amongst the lonely and scattered villages of the Terai. There especially it will probably be found that the difficulties of the land carriage will very shortly become insuperable.

I now come to the subject of relief works. Roads are being made, and tanks deepened, in Northern Behar;—that is about all. I hear that the north bank of the Gunduk is to be raised and strengthened by embankments for a considerable distance, and a long-talked of canal from thence towards Chumparun is to be begun. I shall give you, on these points, all the statistics I can obtain; and from time to time if possible visit the works myself. As far as I hear, the only great work in Behar is the Soane Canal in the south. I saw a portion of it as I passed by rail. I shall certainly visit the work when I go into Southern Behar.

Sir Richard is flying about, I hear, at the rate of forty miles a day. I am just starting for Mozufferpore, which is 36 miles distant, and during my journey by night I have to cross the Ganges and the Gunduk in boats. It is well that I shall have the "lamplight of the moon." I shall pay great attention to one point, namely, to native feeling and public opinion in the districts I visit. The Orissa famine business was a blunder from beginning to end; but now, whether or no sufficient and timely measures of relief have been taken, certainly some measures have been taken, and I should like to see for myself the effect our national benevolence has upon the inhabitants of the stricken districts. What I fear—deeply fear—is the present apathy of a multitude suddenly converted into the wildest of panics—the waves of passionate fury leaping up as tumultuously as the former indifference was profoundly stagnant. Tirhoot, I hear, is quite lively just now. The chief sensation is the almost daily arrival of a D. P. W. official, who has been ordered to proceed at lightning speed to become one of the staff at a relief work in—say—Mozufferpore. He arrives there in a state of breathless expectation, having travelled night and day. He finds no orders, and indeed no relief works to speak of. So he "loafs about," till, about a fortnight afterwards, he receives an intimation that on second thoughts his valuable services will be more useful in the spot from which he was hurried. He returns, much more leisurely, and his general opinion about the famine is, that it is a grand hoax. I met one of these gentlemen at Bankipore yesterday. He was returning from Mozufferpore. I mentioned the famine to him. He was a grave man, who seldom smiled; but now he did smile. When I mentioned that I was one of the "Specials" sent to the scene of the famine he absolutely laughed. He explained to me afterwards, in his usually sad tone of voice, that he was one of the noble army of temporary D. P. W. loafers, and that he believed the famine to be, like most things mundane, a delusion. He had been summarily ordered to a relief work. When he reached the proposed scene of his operations, he was relieved of work for some time, and then was despatched to another quarter, to some other relief work which he firmly believed to be just as imaginary. Even in this story, absurd as it reads, there lurks a grave moral. A suspicion is dawning upon me that, even now, the Government is oscillating between two opinions, and that its chief members, with perhaps one exception, are only half-hearted. They are very anxious, of course, that there should be no famine, but they are nearly as anxious that there should be no extra expenditure. They are not quite certain that costly relief works are needed, and entertain a desperate hope that matters may be tided over without excessive expenditure. Suddenly comes news, making their hearts quail. For the hour then they are ready to sacrifice any money, and order this and that D. P. W. officer to the spot, to open some work of relief on a large scale. But, by the time the officers come, their zeal has cooled down. They have heard of some bit of cheerful news from the stricken districts. Things, they say, are not really so black as our imaginations led us to paint them. And so on. Of course the position of Government is an exceeding difficult one just now. But I would deprecate "a penny-wise pound-foolish policy, and all official hesitation in dealing with the present state of the country. The great failing of Indian Governments on such occasions as the present has always been, and I fear is, *trying to do a thing at the very last moment.*

THE BANGALORE CAMP OF EXERCISE.

(FROM OUR OWN CORRESPONDENT.)

KISTNARAJAPURA, WEDNESDAY NIGHT, 28TH JAN.

This has been the hardest day's work we have had yet: from early morning till past noon the whole of the troops were on the move; and it speaks well for the health of the men and the sanitary condition of the Camp that there has been no sickness from exposure to the mid-day heat, nor any shirking of the fatiguing duties. So far as appearance goes everyone has improved vastly through roughing it, and gained a hardy, sunburnt look not to be found in barracks.

To-day's programme was as follows:—The first division under Major-General Borton, C.B., was supposed to be a force of all arms sent out from Bangalore to feel the enemy advancing along the Madras road; to effect a reconnaissance and compel the foe to deploy his force out without bringing on a general engagement. For this purpose the reconnoitring party moved off at 8 A.M. to the N.E. about three miles, and debouching on the road crossed the bridge at Madapully: here the cavalry scouts soon gave notice that Major-General Blake's party were in the vicinity, being driven in by the advance of his front line over a hill. To try his strength two or three companies were thrown out as skirmishers, the artillery and cavalry got into position, and the main body remained under cover of the trees along the road; the skirmishers did not get far up the hill before a heavy fire was opened on them from the crest. They continued, however, to make good their advance by rushes until within three or four hundred yards of the top; then they lay and awaited reinforcements; then advanced fifty or a hundred yards closer. The foe still stubbornly held their ground, although opposed to a stronger force armed with breech against muzzle-loaders, and finally retired *in file* to their right flank, thus exposing their whole line to a continuous raking fire at a short range. During this time the field artillery had opened on the second division from a favourable spot, well screened by trees, and were replied to by the guns of the invading force from the summit of a hill without the slightest cover, and on which every movement of the gunners was discernible to the naked eye, the clear blue sky having few equals to show out figures in relief. The Cavalry and Royal Horse Artillery were away to the left of the line, where unfortunately the trees hid their movements from view for a while. So far as position went, it would have been very difficult for General Blake to have chosen a more favourable one: a country hilly, wooded, and intersected with ravines down which cavalry might sweep at any time; plenty of nullahs and rocks, mud villages and banks to hide an ambuscade; and only the single eminence from which his movements were directed whereon to get a complete view of his whole force. This was a decided advantage, and the reconnoitring force had to keep a sharp look out for cavalry, so that for some time they hesitated to advance further, or else waited for scouts to find out how the land lay. At last a move to the front was made, and for half a mile or so they met with no opposition, then the old line, which had retired, turned round and re-occupied a village and embankment previously abandoned, and a sharp tussle ensued for the possession, ending in their being driven out, and at last compelled to retire altogether to the main body. The cavalry on the left flank of the reconnoitring force were at length rewarded for patient watching by the appearance of the Silladar Horse, who charged and were effectually cut off from their division by the 18th Hussars, yet apparently did not understand that they were beaten without bloodshed until the matter was explained; then sullenly retreated under a heavy fire from the Royal Horse Artillery. This terminated the fighting, and it is hard to say which party won the day, as General Blake maintained his well-selected position intact, and his vanguard could not but be driven in by the superior force with which they had to contend, whilst General Borton fully carried out his object in feeling the enemy's force without coming to a general engagement, and so far as minor details went certainly gained several points of vantage.

The murderer of Corporal Cattermole is to be tried by a general court-martial on Thursday morning, and it is to be hoped will receive his just punishment. Whether the execution will take place before the Camp is broken up cannot of course be decided until the expected verdict is promulgated. The popular opinion is that it will be on Friday.

To-morrow morning (Thursday) the final engagement comes off. Friday is a review for Lord Hobart, and on Saturday the homeward movement of the troops will commence.

COTTON PRESSING IN THE SOUTHERN MAHRATTA COUNTRY.

Quietly, but energetically, a work has been progressing in the Southern Mahratta Country which even in the absence of the Carwar Railway will tend materially to develope the resources of the district. We refer to the erection of a steam cotton press of full-power at Gudduck, and a few words on this enterprise may not be out of place. A short time ago arrangements were entered into by the West's Patent Press Company of London with Mr. Patrick Christal, lately manager of the Carwar Company at Carwar, to conduct their press agency in the S. M. Country, and such has been the despatch given to the project that one press will be ready and in working order within a month or so from the present time. The Company's presses are, we understand, the most powerful in use for compressing cotton, and they possess many advantages, not the least being that they press readily into a space of 9½ cubic feet the same quantity which other machines as a rule only reduce into 11 feet. This as a matter of course constitutes a decided saving in freight, and we may assume that the old objection that extreme pressure injures the staple is pretty well set at rest, as shippers prefer their cotton pressed into the smallest possible bulk. The practice hitherto with European agents in the S. M. Country has been to send all cotton—carted in dokras—to Carwar, there to be pressed. Experience in other cotton fields has shown that this system has its disadvantages. In pressing above ghaut there will certainly be left no opportunities for carmen to pilfer, and we can easily imagine that much saving will be effected in outside pickings and probably in carriage to the coast, while the cotton itself should be of better quality and more free from black leaf and dirt than when loose dokras are taken to the coast or are stored there before sale.

The new crop reports from the S. M. Country are, we regret to say, not very promising, but we would hope that at the start Mr. Chrystal may have a prosperous season, and we commend to merchants who are buyers of Sawginned and Coompta an enterprise which deserves hearty encouragement.

NEWS-LETTER.

[FROM OUR OWN CORRESPONDENT.]

MAHABLESHWUR, 30TH JANUARY.

We get our letters, newspapers, &c., punctually at 8 a.m. now, two hours earlier than before, giving us ample time to answer our letters on the same day. I suppose this change is due to the Post Master General who was up here lately, and who no doubt has given the runners an impetus.

Badminton is the favourite game here for evening recreation.

We must congratulate ourselves in having a Telegraph Office here, which, in addition to its specific importance, is the only source of ascertaining correct Madras and local time. I hear the Telegraph Office is to be covered with zinc, as the officials of that department were put to great inconvenience in October, owing to the leaking of its thatch roof.

A house was destroyed by fire near the bazaar, on the 27th at 11 p.m. It is suspected that the fire was caused by an incendiary.

The Chaplain of Sattara has come up here permanently, so we cannot complain of spiritual destitution.

The Lingmala garden is thriving pretty well, with its cinchona plantation. The water is carried thither by means of a nulla from the Yeona lake. The lake adds much to the beauty and picturesqueness of Mahableshwur. The trees are looking beautiful and green. Gooseberries, strawberries, and raspberries are at present to be had in abundance. The maranta grows wild, but not much starch is prepared here.

The weather is delightful. We have extensive hunting-grounds, plenty of game, but few hunters are here just now.

THE ARRIVAL OF LORD NAPIER AT RAICHORE.

(FROM A CORRESPONDENT.)

RAICHORE, 30TH JANUARY.

Yesterday at noon Lord Napier of Magdala arrived here by the usual Madras mail train from Bangalore, accompanied by Mr. Elwin, the Agent, and Mr. Church, the Traffic Manager, as well as by his personal staff. At this place Sir Salar Jung Bahadoor had deputed one of his ablest revenue officers, Mr. Syed Mohideen Ulvee, Sudder Talookdar, to receive Lord Napier and accompany him to Hydrabad by the State railway.

The principal officials of H. H. the Nizam of this place were present at the station to welcome his Lordship. Amongst these were Mr. Abdool Salam Saheb, acting First Talookdar, Mr. Meer Kujum Ali Sahib, Municipal Engineer, Mr. Syed Mahomed Rujvi Sahib, acting Deputy Talookar, Mr. Venoutrao, Sheristadar, Mr. Ragvendrao, acting Tehsildar, and others.

After breakfast Lord Napier had some conversation with Mr. Syed Mohideen Sahib and shook hands with several gentlemen a little before the departure of the train.

INDIAN LIFE RISKS.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—In your review of a work of mine, published some time since, while I was at home on sick leave, you specially singled out for adverse criticism the following passage:—"The tables of any respectable insurance company will furnish ample proof of the truth of the statement that the life-risk is considerably increased in India"; and you proceed as follows:—"Others who have an equal right to be heard tell us that day by day health in India among Europeans is improving"; and you go on to state that "premiums reduced to the English life rate are being adopted, and must be generally adopted, while only one 'respectable' office chooses to proclaim by its lower rates that the business can be done on better terms to insurers." I join issue on two points as I think them calculated to mislead, and I must ask you to allow me to trespass on your valuable space, not in self-vindication, but on the ground of the public good.

The two points are—1st, "Health in India amongst Europeans is improving"; 2nd, "Premiums at English rates must be generally adopted."

With reference to the first, I would quote the following from the last report for 1871 and 1872 of the Uncovenanted Service Fund:—"The Law of Mortality deduced by Mr. Woodrow from the experience of the fund up to 30th June 1872 shows that the rate of mortality among members of the Uncovenanted Service has greatly increased since 1857. Mr. Woodrow's Law of Mortality for the Uncovenanted Servants differs widely from that formerly employed by Mr. Finlaison. The new law shows that the admission of Europeans in large numbers to higher offices of the Uncovenanted Service has been attended with a *great increase* of mortality."

With regard to the second point I would adduce the following letter of Mr. *Bailey*, who is considered a high authority on the subject, and who is associated with one of the oldest assurance companies (if not *the* oldest company we have):—

PREMIUMS ON INDIAN RISKS.

(To the Editor of the *Insurance Record*.)

Sir,—Mr. Barrow, in his letter in your last week's number, "protests against the doctrine put forward as to the danger of issuing policies in India at the rates fixed by the Positive; a doctrine which, at present though attempted to be supported, cannot stand the test of examination."

A few words presently as to the sufficiency of the rates of the Positive; the distinctive feature for examination is that these rates are the same for all parts of the world. Or, to narrow the limits of the controversy, the managers of the Positive contend that the rates of premium for European residents in India should be the same as the rates in England. It so happens that the materials for testing the truth of this assertion are abundant. It is well known that several pension funds have been formed by the officers of the East India Company. The affairs of all, or nearly all, of these funds have, from time to time been submitted for examination to the very competent hands of Mr. Samuel Brown, and for the purposes of his examinations it has been necessary to determine, among other things, the rate of mortality which has actually prevailed among the members. In a paper published in the 16th volume of the *Journal of the Institute of Actuaries*, Mr. Brown has combined the mortality experience of the members of these Civil and Military funds; more trustworthy information on the subject of Anglo-Indian mortality can hardly be desired. Again, the mortality of assured lives, subject to ordinary risks only, has been investigated more than once; and of this it will not be denied that the table known as the "Institute of Actuaries H^s" is a correct exponent. Now, taking the period of life between 20 and 50 years of age as the ordinary period of residence in India, the following are the number of deaths in the year at the ages stated, out of 10,000 living at the beginning of the year:—

Age.	English assured lives.	Indian Military Officers.	Indian Civilians.
20	63	226	169
30	77	277	167
40	103	281	2·6
50	159	292	212

With these facts before them it would indeed be surprising if those who have paid attention to the subject did not propound the doctrine that it is dangerous to adopt the same rates for India as for England; and what has Mr. Barrow to urge to the contrary? Any fresh statistics? Any information from his friends in India, that applications for absence on sick leave are now refused, owing to the newly discovered salubrity of the climate? Nothing of the sort. The best possible answer, he says, to the startling progress of the Positive, "What a high compliment to the understanding of your readers! Does any one doubt the steady progress which Mr. Barrow would make if he would sell Wallsend coals at twenty shillings a ton? But would the approval of the customers be quite a sufficient answer to a proposed partner in the venture gently insinuating that business on those terms might possibly end in bankruptcy? The whole affair would be ludicrous were it not that the consequences of imprudence in life assurance management are so serious, and to my thinking it is so ill-timed, because, as I happen to be of opinion that the practice of Anglo-India life assurance needs improvement, I believe that improvement will be delayed from the necessity of resisting such impossible demands as this.

If not trespassing too much upon your space I should like, before concluding, to say something as to the sufficiency of the rates of the Positive. Rates of premiums must provide,—(1) for the risk,—(2) for all expenses. If they are insufficient for these purposes, the company will fail; if they are more than sufficient, there will be a profit. The Albert and European failed because their premiums were inadequate to defray the heavy expenses of obtaining and conducting their business. The Positive boldly divides the premium into two parts, specifically appropriating 80 per cent., or thereabouts, to the first of these purposes, leaving 20 per cent. for the second. Now, referring to its published accounts, we find that on the 31st December last, the income from premiums, less re-assurances, was £7 208. 20 per cent. of this is £1,441. And yet the expenses to the same date not including £5,442 paid for proprietor's dividends, amounted to £54,002! Remembering the number of life assurance companies that during the last thirty years have broken down on account of their expenses not forgetting the several former exploits of Mr. Baylis in the same field, surely this account of the Positive out-Herods Herod. What conceivable rates can be sufficient for any such outlay as this? How is such expenditure to be brought within 20 per cent. of the premium income, and if it is not, what must be the result? Is it too much to ask for an intelligible answer to this question? Not a mass of vague declamation, or a dissertation upon the general opposition new projects have encountered. The only novelty in the Positive has been dicussed in the beginning of this letter. Employing capital for current expenses, paying dividends out of capital, are no novelties whatever.

I am, Sir, your obedient servant,
7, Royal Exchange, ARTHUR H. BAILEY.
11th June, 1873.

And when I state that, notwithstanding the letters of Dr. Mouatt and Lord Sandhurst (which the directors of the "Positive" publish as advertisements) no other Assurance Office in India has attempted to do business on the same terms, I believe I have finally disposed of the second point in question, for it must be borne in mind that the letters alluded to are, as a writer in the *Pioneer* observes, mere "convictions," whereas Mr. Bailey deals with inexorable figures.

I may add the following extract from a notice of my book which appeared in the *Commercial World*:—"Indeed we may observe, in passing, it is altogether a new and, as we believe, a most unwarrantable assumption that life risks in India are as favourable as in England or other parts of Europe, and that an assurance company, as in the case of the 'Positive,' is warranted in charging the same rates for both."—Yours, &c.
G. YEATES HUNTER.

NIGHT SOIL.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—Do not charge me with lax zeal for the cause of my fellow townspeople because I did not come forward with my plan to save the eyes of the public from dust till I saw what I thought was a trial of my views being made; and because I have again waited till the appearance of Mr. Gilbert Elliot's letter in yesterday's *Gazette* before ventilating another project of mine.

The system adopted at Melbourne is very simple, common-place, and effective; and, further, it is at the same time about the one single natural system. We may accord to the lowest order of native intellect something above the intelligence of the cat; and, if the inhabitants of this island generally would but follow the example of the cat in the matter of making a hole in the earth and covering it in again decently, the difficulty of sanitary arrangements would be reduced to a minimum. The mere sweepings of houses, stables, and streets could be easily disposed of. Some parts of the Flats and other places open and wooded are the resort in the early morning of great numbers of natives, and a gigantic nuisance is created, which might be easily remedied if the uncleanly pig, while he takes his rural walk, would but carry a trowel or piece of iron hoop or a piece of wood in the hand not occupied by the lota.

However, to my plan. I would have some *cabinets* some 30 feet long, of the highest possible construction. They should have two iron wheels at each end to run on a rail, and the machine should move broadway on. There should be a trench dug in the earth and the machine should be moved over it. The trench might be deep, and only a part of the earth filled in every day, or it might be less deep and be completely filled in every day. A parallel trench should be dug for use next, and the earth from the first trench might be left, the first trench being filled with the earth taken from the making of trench No. 2, and so on.

Four lengths of railway iron with three or four chairs and sleepers to each would suffice to move one machine right across the Flats, because, as each end of the machine got to the end of its respective rail, the second pair of rails would be brought to the front, chairs, sleepers and all, and in this way the rear rails would be constantly taking the front place. These machines could be placed in localities as far as possible to meet the convenience of the public consistently with the suitableness of the site. After a time the same ground could be gone over again. The land would quickly increase in value and in time rise in level.

It is of course very desirable to avoid sending out 200,000 tons of sweepings every year, not to mention the vast amount of filth with which we pollute the surrounding water of the island. To burn the dryer part of the sweepings would afford the means of rendering the greater part of the remainder harmless, and to well bury the night soil would in time raise the low parts of the island to a healthy level and secure us good surface drainage.

Suppose that to follow the course suggested should cost twice as much as the present railway haulage, and some other expenses that would be thereby avoided, it would be worth all the money to the present generation and make the island infinitely more valuable to future ones.

It would doubtless cost a deal of money to dig trenches capable of receiving all our night soil, but it would provide a large number of poor with work and would otherwise effect much good to the island.

It would be perfectly reasonable to put a clause in the Municipal Act requiring all persons indulging on the native soil to make a hole to be covered in afterwards.

The question requires to be more largely dealt with than I can do, but the simple plan of the Melbourne people commends itself to me, never mind at what cost. It must be an improvement on the present system.

PENCIL.

THE POLICE FORCE IN THE BOMBAY PRESIDENCY.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—You and your readers must be aware that the District Police of the Bombay Presidency underwent a thorough re-organization in the year 1867. Colonel Bruce, who was considered a most able Police Officer, was deputed to ascertain the requirements of the country, which he did in a flying visit right through it, and it was consequent on his report that the comparatively liberal proposals made by the Hon. B. H. Ellis when Police Commissioner of the Northern Division were put under the shears and clipt as low as they possibly could be, in fact too low, and sanctioned by the Government of India, who evidently preferred cheapness to efficiency. Ask any of the Superintendents of Police in the Northern Division if they have sufficient men to work the country, and I am confident the answer will be in the negative, though they squeeze out as much work as they can from those at their disposal. The police in some of the collectorates is as efficient as it possibly can be, considering the low standard of intelligence possessed by the men. An attempt is now being made to teach them to read and write, as also a general knowledge of police duties, under the penalty of a fine if not found qualified at a given period, and ultimate dismissal or no promotion if found unqualified at a still further given period. Is it fair, may I ask, to expect such qualifications from men who have been for years in the service and some with one leg in the grave? Let the matter be one of prospective effect, and I question whether many men possessing the required qualifications will engage for service in the police. It is patent that the police bear a bad name throughout the world, and any man having regard for self and possessing intelligence would rather be out of it than in it. Men open to corruption will join readily. How many in a thousand can say they have clear consciences, clean hands, and pure hearts?

Consequent on this re-organization inspectors were appointed, and the appointments given indiscriminately to Christians and natives on an equal footing without for a moment consulting the difference in the mode of living between the two sects. A native inspector can live on one-third the sum required for a Christian. The travelling expenses are a mere nothing, for he carries neither tent nor any other camp equipage, but accommodates himself in the village dhurmsalla or chowry, and during his stay there lives at the expense of the villagers. Whereas a Christian has, for respectability sake, to carry his tent, &c., and to pay for their carriage out of his own pockets, getting nothing more than a horse allowance of Rs. 25, which just suffices to keep a horse with keepers. Hard lines, I say, for an inspector to have to travel about the country in the interests of the service at his own cost. Something therefore ought to be done to better the condition of this class of useful servants, most of whom have done good service since joining the district police. I trust you will give these lines publication, and that they will meet the eyes of those who are interested in the administration of the district police. Allow me to subscribe myself

Bombay, 27th January. BOBBY.

MHAR.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—Mhar, where I am staying for a week, is simply lovely. The pretty little town of 1,076 houses and 6,631 inhabitants lies in the fork of the rivers Sawittree and Kala Nuddhi, born in the ghauts, flowing between outlying spurs, steep, rocky, fantastic, as the hills of the Concan always are, in valleys green as grass, sometimes mere strips of malachite between the silver of the river, and the brown beetle-backed hills—often extensive, beautifully cultivated, decked with groups of trees, rich, full of colour, rife of shape, softening the scowl of the hills, arranging foregrounds fit for Walhalla. The travellers' bungalow has accommodation for two families, is well built, right on the bank of the river, and thoroughly comfortable, with a messman. There could hardly be a more charming trip than sojourney to Mahableshwur through Mhar in the cold season. The northerly winds, which are blowing so steadily, now take a boat from Bombay to Baokote in less than twelve hours, and the run of twenty miles up the river to Dasgaum, which is four miles from the Mhar bungalow, and where there is a capital room at the dhurumsalla, is full of life and beauty. Then, there is a good road on, or, if the tide is well up, boats of 100 candies can get to Mhar. Thirty miles further on is Mahableshwur, to which there is a carriage road for 18 miles to Kineshwar, the Koladpoor bungalow being about 12 miles from here. From Kineshwar, carriages must be hauled up by coolies, and there is a bungalow at Parr, six miles from Kineshwar, and six miles from Mahableshwur. The whole of this thirty miles passes through very beautiful country, alive with water; indeed the road clings to the river as far as Koladpoor. There is another way to Mhar via Nagotna, which can be reached by boat from Bombay. Kit, servants, carriages and horses should be sent to Nagotna, where a carriage can be easily landed. But travellers had better leave the Carnac Bunder in the steam ferry at half-past nine in the morning, reaching Dhurumtur at about eleven o'clock, when they can go on to Nagotna in two hours by boat. At Nagotna there are two bungalows, and a good road to travel on in a barouche twelve miles to Kolad, where there is a dhurumsala fit to sleep in. Thence to an excellent bungalow, beautifully situated at Indapoor, is a distance of six miles; and from Indapoor to Dasgaum is about seventeen miles; and so on four miles more to Mhar. All this journey is through very interesting country, very enjoyable in the cold weather. Between Dasgaum and Mhar there are on the west bank of the river hot springs at the enam village of So. There are two bathing places, one of which is a really good stone bath, large enough for four people to bathe in comfortably, and which would be clean enough, were it not in pretty constant use by Mussulmans and others who come there to visit the tomb of Sha Sailance. The drinking well is beautifully clear, and the water insipid, but not nasty. I think the waters are sulphurated and chalybeate, probably deriving their heat from the chemical action of sulphur, iron, and alkali contained in the soil. The water of the large bath sent the mercury in an accurate thermometer of mine to 108° Fahrenheit, and the drinking well was at 100°. The water must be pleasant to bathe in, as it is charged with gas, which comes up in large bubbles, and I have no doubt cutaneous diseases would be well treated by bathing in the bath and drinking the water of the well. The springs are in a shady type of trees and are worth seeing. At Mhar, and indeed all along this road, the sheep are good and mutton is better than it can be generally got in Bombay; and if there were a moderate demand for beef it would be killed.

The water power of the Concan rivers is to my mind wastefully neglected. The ebb and flow of tide past the travellers' bungalow at Mhar is rapid, and I can see how mills could be economically worked by taking the water away from the river, through say a mile of canal defended from wear by masonry sides. By sluice gates at each end the flow of water could be regulated so as to work water wheels placed athwart the canal, and in this way a number of companies might drive spinning and weaving gear, less cost of coal for steam engines, with all those advantages of carriage, labour, and material which are including capitalists to build mills at Bombay. Water power seems to me to be just what is wanted to make manufacturing lucrative in this part of India; and I do not know where there are better water facilities than in this collectorate. All the rivers are tidal, navigable, and in many places easily manageable, and there is plenty of labour with good communication with Bombay. Besides the river power turbines could be worked from tanks made on the top of the hills, which would of course cost money to make, while the power they would develope would soon repay. Considering the large rainfall there is on the top of the hills opposite to Bombay, it would be very easy to store immense quantities of water in masonry tanks of larger size and better make than the tank on the top of Sankeshwar. That this can be done, I have no doubt; for I remember seeing at the top of the high hill at Nowgound, where is the fort which was taken in 1858, constructions more like docks than tanks containing many thousand fathoms of water, which might have been let down to the bottom of the hill through pipes to turn turbines to the tune of hundreds of horse power. The water question is, I am sure, worth consideration by Bombay capitalists who want to work mills.—Yours, &c. GILBERT ELLIOT.

Mhar, 27th January.

BOMBAY.

Resident at Baroda.—Colonel Phayre, the Resident at Baroda, who had been to Marolee, near Nowsaree returned to Baroda on Wednesday last.

Fair.—The annual fair at the Byculla Railway overbridge, near the temple of Hunsraj Carrumsey, commenced on Saturday, and will continue till Wednesday next.

Political Agent of Kattywar.—A correspondent informs us that a number of Kattywarees have arrived at Bhownuggur to receive Colonel Anderson, Political Agent of Kattywar.

Baroda.—A correspondent writes that Mr. Beevey, Civil Servant, Assistant Resident at Baroda, has arrived at Nowsaree to select a place for the erection of bungalows for Europeans.

Senior Magistrate of Police.—We learn that the Senior Magistrate of Police has already forwarded his application to Government for three months' privilege leave from the 10th March next.

Assault.—A man named Cassiram Sumbhajee was on Saturday fined by Mr. Dossbhoy Framjee Rs. 25, with the alternative of fourteen days' imprisonment, for assaulting a Hindoo woman named Bunoo.

Perjury.—On Saturday Mr. Nana Morojee committed a Marwaree named Dulla Jugga for trial at the present Criminal Sessions of the High Court, on a charge of giving false evidence in a judicial proceeding.

Bhownuggur State.—A correspondent of the *Hitechu* highly praises the present administration of the Bhownuggur State, for the various improvements introduced into that State by Mr. Percival and his native colleague.

Postal Notice.—Mails for Verawal, Porebunder, Dwarka, Cutch Mandvie, and Kurrachee, per extra s. s. Penang, will be closed at the General Post Office on Tuesday, the 3rd February, at 7 A.M.—C. A. Stuart, Post Master.

Robbing a Postmaster.—A few days ago, Mr. Curseetjee Pallonjee, Postmaster, was robbed at Ahmedabad of several articles, valued at about Rs. 1,000. A servant of the complainant and another man have been arrested on suspicion.

Theft.—At the Fort Police Court on Saturday, before Mr. Nana Morojee, a man named Fuckeera Khoosal was convicted of stealing a blanket, belonging to one Nana Bhugwan, and sentenced to two months' rigorous imprisonment.

Fatal Accident.—A Mahomedan named Dawood Mahomed, who was run over by a carriage on the 23rd ult., died at the Jamsetjee Hospital on Friday. An inquest was held on the body, and a verdict of accidental death was returned by the jury.

The Suspected Murder of a Brahmin.—The police have taken into custody some of the relatives of the Brahmin Gowreeshunker, who is supposed to have been murdered on Thursday in a temple at Worlee, belonging to Mr. Vurjeewandas Madhowdas.

The Gaekwar of Baroda.—H. H. Mulharao, says a Baroda correspondent, has resolved to go to Nowsaree in April next, where he intends to stay for two or three months, and for this purpose a large bungalow will be erected at that place, which will cost nearly Rs. 40,000.

Furious Driving.—At the Girgaum Police Court on Saturday, one Jeevan Purshotum was charged with driving his vehicle on Bellasis Road in a rash and negligent manner. He was adjudged guilty and fined Rs. 30. Mr. Venayekrao, solicitor, appeared for the defence.

The Charge of Bribery against a Mamlutdar.—Mr. East, full-power magistrate of Surat, is at present engaged in making an enquiry into the alleged charge of bribery preferred against Mr. Manekial Venilal, mamlutdar of Bulsar, who has been suspended from his office.

A Vagrant.—William McLean, a European, was on Friday charged before Mr. Nana Morojee with being a vagrant and wandering about without any visible means of subsistence, and was ordered to be sent to the Government work-house attached to the House of Correction.

Trespass.—On Saturday, at the Fort Police Court, one Dewjee Buchapa was charged before Mr. Nana Morojee with trespassing in the dwelling-house of one Gunput Luxmon. He admitted the offence and was fined Rs. 10, with the alternative of two months' rigorous imprisonment.

The Gaekwar's Ryots.—A correspondent states that the ryots of the Gaekwar object to pay the cess due from them either to Mr. Dadabhai Naoroji or any of his subordinates

SHIPPING ITEMS.

THE SHIP CHRYSOLITE, 1,278 tons, Captain A. Parson, will sail to-day in ballast for Rangoon.

THE SHIP GOVERNOR WILMOT, 1,610 tons, Captain G. P. Lowe, will sail to-day in ballast for Rangoon.

THE BRIG ESTRELLE DE DAMAO, 132 tons, Nacoda, will sail to-day for Mozambique, with a general cargo, and fourteen deck passengers.

THE S. S. PEHLWAN, 101 tons, Captain Wm. Pead, arrived in harbour yesterday from Kutch Mandvie with a general cargo and eighty deck passengers.

THE S. S. TIBER, 1,412 tons, Captain J. Clarke, arrived in harbour on the 30th instant from Liverpool (December 18th), via the Suez Canal, with a cargo of 1,000 tons coals, and is consigned to Mr. Merwanjee Nusserwanjee.

THE B. I. S. N. Co.'s S. S. ASIA, Captain A. Gray, chartered by Government, arrived in harbour on the 31st ultimo from Kutch Mandvie with the following troops:—Captain Walton, Surgeon Wall, 3 native officers, 100 rank and file, 4 public and 13 private followers, 23 women and 31 children of the 20th Regt. N. I.

MESSRS RUBATTINO CO.'S S.S. ARABIA sailed yesterday for Genoa, &c., with the following passengers:—

For Marseilles.—Madaleine Lucy, Tassy.

For Genoa.—Revd. and Mrs. J. L. Humphrey, Miss Kinsel, Revd. and Mrs. W. Ferguson, two children and one child, Mr. P. Bencmy, Mr. C. W. Ewerard, Captain Jamieson, Mr. R. Post, Captain Shephard, Mr. Isidro Perez, Madam Teresa de Marchi, Franco Pozzi, and Ortori Enole.

For Naples.—Revd. F. Heyl, Captain Henry, and P. Kirke.

For Port Said.—Mr. Boulgawaki.

For Suez.—Revd. M. N. Parkhurst, Dr. Hirst, Mr. J. Contanson, Bishop Harris, Revd. R. C. Houghton, Revd. W. A. Spencer and Mr. Lacosta.

For Aden.—Mr. Syed Idroos bin Sallay, Mr. Hebutbhoy Moosabhoy, and Mr. Faidaloo Allebhoy.

CASES FOR TRIAL AT THE CRIMINAL SESSIONS.

THE following is an abstract of the cases committed for trial at the first Criminal Sessions of the High Court:—

1. Rama Pandoo, committed by Mr. Connon, for theft.

2. Bhickajee Ramrao, committed by Mr. Connon, for using as genuine a forged cheque for Rs. 1,400.

3. Monsee Canna and five others, committed by Mr. Dosabhoy Framjee, for making a false charge with intent to injure.

4. Soorujmull Gungadhur, committed by Mr. Nana Morojee, for house-breaking.

5. Nusserwanjee Byramjee and Cowasjee Bejonjee, committed by Mr. Connon, for murder.

6. Khodabux Jeendoo, committed by Mr. Connon, for theft.

7. Runghee, woman, and another, committed by Mr. Nana Morojee, for selling and buying a minor.

8. Nanjee Mitha, committed by Mr. Nana Morojee, for murder.

9. Abdoola Meyan Dowraj, committed by Mr. Connon, for using as genuine counterfeit coins.

10. Joseph Alston Watts, committed by Mr. Connon, for forgery.

11. Pedro Manuel Athaid and another, committed by Mr. Nana Morojee, for theft.

12. Petamber Purdan and another, committed by Mr. Connon, for theft.

13. Heerjee Dosabhoy, committed by Mr. Dosabhoy Framjee, for forgery.

14. Keshow Anundrow and two others, committed by Mr. Connon, for dishonestly receiving stolen property.

15. Nusserwanjee Dorabjee, committed by Mr. Nana Morojee, for defamation.

16. Bhaidass Pranjeevandass, committed by Mr. Nana Morojee, for forgery.

17. Khodabux Cassum and two others, committed by Mr. Nana Morojee, for personating a public servant.

18. Hussen Khote Sydoo Ahmed and seven others, committed by Mr. Nana Morojee, for theft.

19. Khyroo Sada, committed by Mr. Nana Morojee, for theft.

20. Dulla Jugga, committed by Mr. Nana Morojee, for giving false evidence in a judicial proceeding.

INDIAN ITEMS.

THE VERY REV. FATHER CHEVALIER.—The Very Rev. Father Chevalier has been elected to fill the Vicariate of Mysore which became vacant by the death of Dr. Charbonneau. The Papal Bull confirming the election is shortly expected and the consecration service will be performed by the Bishops of Madras, Pondicherry and Trichinopoly.—*Madras Athenæum.*

SOME trials have lately been held on the East Indian Railway on the comparative value, for locomotive purposes, of the Raniganj and Karharbali coal, on which Mr. Campbell, the Locomotive Superintendent, reports that "the comparative value of the two classes of coal arrived at from the average of several trips show that Karharbali coal is superior to Raniganj by 21·75 per cent.

THERE IS CONCOR.—A Neilgherry paper remarks:—It would almost seem as if the tigers, in fear of strychnine, toda-traps, and Captain Caulfeild's guns, had resolved to retire to the hills. We lately mentioned the fact of four tigers having been seen in company not far from Ooty. We have since heard that a native bringing toddy from the plains to the bakery at Coonoor, was seized somewhere on the Coonoor Ghaut, and carried off by a tiger.

THE WEATHER IN CALCUTTA.—On Saturday, says the the *Indian Daily News*, there were some clouds about, and soon after midnight the neighbourhood of Calcutta was overcast, and a strong breeze prevailed during the early hours of Sunday morning. About ten o'clock, rain began to fall, and there was a steady downpour during the greater part of the day. The rain, we apprehend, has been more than a local advantage. It has none of the fitful or violent character of storm rain: but was of a steady, searching character, and we hope it will prove beneficial. It is too late to save crops; but it may admit of the sowing of the crops of the future.

A TIGER IN A GODOWN.—A few days since an occurrence took place at Wellington which may be fairly considered as extraordinary. A half-grown tiger walked through the house of Capt. Osborne, and went into one of the out-houses at the back of the premises. Master Stripes managed to shut the door upon himself, and as he evidently had not been taught how to open doors, Stripes considered himself trapped, and commenced to claw at the walls. None but native servants were about the house, and some of these scampered off to the barracks to "call out the military," and one or two non-commissioned officers armed ran to the scene of action. But they were too late. A native had obtained a gun, and putting the muzzle through a hole in the wall, blazed away, and like a prudent man, bolted into the home, shut himself in, and re-loaded. Concluding from the row in the godown, that Stripes was not dead though evidently hit, our brave Ramasawmy crept out from his fortress, inserted the muzzle of his gun the second time through the wall, blazed away, and retired precipitately as before. But this time Mr. Stripes had received his quietus, for the bullet went through his head. The tiger measured five feet six inches in length. The skin was brought into the Commissioner's Office, and the native who shot the beast obtained the usual reward.—*Nilgherry Courier.*

SHIP "MARSHAL PELISSIER."—A letter from the Agent of the Government steamer Serendib has been transmitted by the Chief Secretary, Colombo, to the Hon. W. Hudleston. With that communication came the following interesting report from Captain H. H. Parlan,—"With reference to your letter of the 15th September last, and its annexure (with enclosures from the Madras Government to the Honorable the Colonial Secretary), instructing me to institute an investigation in respect of the coral rock on which the Marshal Pelissier is reported to have struck, situated in latitude 6-50-30 N. in 29 fathoms of water, with the easternmost point of Ceylon bearing N. W. 3/4 north, I have the honour to inform you that I have complied with the instructions received last trip, and I beg to report the following, viz:—October 27th last, I timed my departure from Batticaloa so as to be in a position at daylight the same morning to carry out the instructions received from Government in respect of the coral rock before mentioned. On arriving at the latitude 6-50-30 N., about ten miles off shore, we commenced sounding (ship's head in shore going low, Saddle Peak bearing N. 88 W. true) and continued to sound on the same line of bearings until we approached within three miles of the shore, and found no indication of the existence of a coral rock nor shoal, the soundings being regular as shown on the Admiralty chart. During our progress in shore while sounding, we had look-out men at the mast-heads watching for any discolouration of the water or any indication which might mark the existence of a shoal, but saw nothing of the kind. We also sounded shore on a line, Agasis Peak bearing west true from a distance of about nine miles from shore, and did not find either a rock or any indication of a shoal. I enclose herewith a sketch of the tracks made by the Serendib while looking for the rock."—*Madras Mail.*

CATHOLIC STATISTICS.

THERE are many Protestants as well as Catholics, who want to know the Catholic statistics of India and China, the two grandest empires on the face of the earth. There is a modest little work now before us, from which all the book information to be desired in this matter may be obtained. We speak of the "Madras Catholic Directory" for 1874, which forms the 24th volume of a series, rich in accurate information about the Catholic affairs in India and adjoining regions. We have seldom indeed met with a book of the kind seeming to be so trustworthy. The total Catholic population of India (exclusive of Portuguese territory), Ceylon, Burmah, the Straits Settlements and Siam is 1,172,748; the annual before us shows in detail the different sums that make up together this grand total.

Turning first to Madras, out of respect for the Vicariate which has the credit of having begun and steadily carried on the work from which we take our information (an instance of British perseverance that wins in the long run), we find there a Catholic population of 38,694 souls under the charge of one Bishop and 25 Priests. There are 32 churches, 53 chapels, and 45 schools, attended by 2,401 children, in English schools 1,686 and in vernacular 715.

In the Bombay Vicariate, there is a Catholic population of 21,000 under the charge of one Bishop and 72 Priests. There are about 36 churches and chapels, 11 English-teaching and 7 vernacular schools; the English-teaching schools being attended by 810 boys and girls. Now, placing the two Vicariates side by side and looking to the numbers of the children attending English-teaching schools respectively, it is remarkable how on the Madras side there is quite a superiority; and again, in the matter of Sunday labour, to be gone through in order that as few people as possible may be without Mass of a Sunday, whilst in this Vicariate, there are two Priests to each church or chapel; in the other there are almost four churches or chapels for each Priest.

The more one looks at the figures in the tabular statement and then refers to the details in the body of the book, the more he will see that in this question of working missions, as well as working railways, there is room for discussion: the battle of the guages may be fought also by those amongst whom the care of souls throughout India has been distributed.—*Bombay Catholic Examiner.*

THE FAMINE.

(Friend of India, JAN. 29.)

ONE inch of rain, more or less, fell all over Lower Bengal and up to Colgong, in the Bhaugulpore district, on Sunday 25th ultimo. We heard of it next day to the amount of ·55 in Calcutta, 1·2 at Bancoorah, more at Dacca, much at Julpigoree, a little at Purneah, and much again at Goalpara. Dinagepore and Rungpore, with which there ought to be telegraphic communication at once, doubtless shared in the blessing. But Behar has remained rainless, and there are authorities of much experience who say that no amount of rain would now materially improve the condition of the doomed northern districts. Relief committees are being fast organised there. As to Bengal proper it would be difficult to say whether the soaking showers and high wind of Sunday have done more harm or good. We incline to the opinion that, in the present state of the country, the good done to the water-supply and food staples will largely outweigh the damage inflicted on the mustard and other non-food crops. In any case there is much good in this, that ploughing can be at once commenced. But in North Behar the heavens are still as brass and the earth as iron.

We must look at this and future falls of rain in the light of the experience of 1866. Then, unlike the present year, we find that North Behar had seasonable rain at the beginning of January as well as towards the end of the month, so that the Collector of Chumparun reported the crops as not only secured from destruction, but likely to yield both more food and opium than an average harvest. In Sarun the Collector went into detail to prove the same probable result. In Tirhoot, excepting only unfortunate Durbungah, the certainty of a twelve-anna crop was reported as the very least computation." Before the middle of February there was "very continued rain in these districts, and by March there were storms of rain and hail, which did harm. By August 100,000 preventible deaths had taken place first in North Behar, and then in the southern districts where the suffering was sharp if it was short.

On Tuesday there was considerable excitement in the rice bazaars. Some exporters are buying very freely and ships are being taken up for the West Indies and other places. Ships, too, and steamers are being chartered to load rice from Burma on, it is believed, Government account. The price of rice is rising in Calcutta and in the up-country marts. In the former Tuesday's prices were:—

Bal'am,	Rs.	3-0	to 3-6-6
Kasla,	,,	2-12	
Kharn,	,,	2-15	to 3-0-0
Good white,	,,	4-10	

If the state of Chumparun is so bad now, as described by the two correspondents whose letters have been placed at our disposal, what will it be hereafter? One planter writing on the 23rd says—"The signs of want are now setting in, as I had yesterday the ryots from one or two villages begging and praying for help in grain. . . Every factory in the district is advancing grain to the ryots." On the 24th instant a planter who has hitherto been most hopeful, thus writes:—"I'm sorry to have to contradict my verbal report to you on the distress likely to be in my jurisdiction. Owing to nearly all the pulse and *rubbee* crops being killed by the late frost, I have every reason to believe that there will be famine, and very shortly. I am very glad to hear you are sending up grain extra to the amount ordered, and will take as much as I can get to add to the store of grain I have already collected."

THE OFFICIAL NARRATIVE OF THE DROUGHT.

THE ninth instalment of this narrative, which reached us yesterday morning, covers the period from the 16th to the 22nd of January. The interval is short, but has been adopted in order to bring subsequent portions of the narrative better into harmony with the crop reports from district officers. We read:—

STATE OF THE COUNTRY.

Food is still generally obtainable without difficulty at the high prices quoted, except in one or two places in the special tracts mentioned below. The prices indicate rather the expectation than the pressure of scarcity. Coarse rice is selling at 12 to 14 seers to the rupee, that is, from Rs. 2-13 to Rs. 3-5 a maund. In some places it is cheaper than this, while in others it is as high as Rs. 4 a maund. In Behar Indian corn is selling at 14 to 18 seers to the rupee; but the former figure is rapidly taking the place of the latter. Wheat is to be bought at 11 to 14 seers to the rupee.

The condition of the people is still generally satisfactory. There is no very brisk demand for employment in most places. The report from Bogra is that "the condition of the people cannot be considered favorable," but the Relief Commissioner, who has lately visited the district, declares it to be in no present danger. The Moorshedabad Magistrate-Collector infers from the high price of food that the laboring classes are in distress. So in the Bhaugulpore division, where wages are very low, the high prices must have already affected the condition of those who are dependent upon wages paid in money for their subsistence. Generally, greater distress may be in this way inferred than has manifested itself.

To these remarks on the general position of affairs, the northern part of the Patna division is an unfortunate exception. In Tirhoot the condition of the people has "become decidedly worse." In the subdivision of Madhoobanee, people are feeling the scarcity considerably. In Sarun the distress must certainly be said to be increasing. The Chumparun report is still more alarming. People are in that district taking to the relief works in large numbers. The Lieutenant-Governor is of opinion that parts of Tirhoot are already in a critical state, and that relief arrangements, in addition to the road works already commenced or proposed, will, in those parts, soon become necessary.

RELIEF WORKS.

In the Rajshaye division there is generally no very excessive demand for employment, except in Dinagepore. In the Dinagepore district, however, work is readily taken up. Nor, again, in the Bhaugulpore division and the southern part of the Patna division do the people seem in great want of employment. The Soane canal works do not attract much local labor. But on the other hand, in the northern half of the Patna division and in part of Monghyr, nearly all the work provided has been taken up, and in special tracts it has been found necessary to provide more.

A table shows the numbers employed upon relief works in different districts up to January. These returns are incomplete, distinct officers intending to send the precise returns to the Public Works Department in a return due a few days later; they have been reminded that the returns of labourers must be punctually submitted. From the narratives the following information is extracted:—Tirhoot employed nearly 19,000, besides about 4,000 peopled by the Durbhanga estate; Sarun about 13,400; Dinagepore upwards of 6,000; Rajshaye about 500 laborers daily during the fortnight under review.

"Berkeley, September 1869.—Gentlemen, I feel it a duty I owe to you to express my gratitude for the great benefit I have derived by taking 'Norton's Camomile Pills.' I applied to your agent, Mr. Bell, Berkeley, for the above-named Pills for wind in the stomach, from which I suffered excruciating pain for a length of time, having tried nearly every remedy prescribed, but without deriving any benefit at all. After taking two bottles of your valuable Pills, I was quite restored to my usual state of health. Please give this publicity for the benefit of those who may these be afflicted.—I am, Sir, yours truly, HENRY ALLPASS.—To the Proprietors of NORTON'S CAMOMILE PILLS."

THE BELLARY TO GUDDUCK RAILWAY PROJECT.

THE following is a letter from the Honourable A. F. Brown, Chairman of the Chamber of Commerce, to Colonel G. W. Walker, R.E., Secretary to Government, Public Works Department, Fort St. George, dated Madras, 21st November 1873:—

The proceedings of the Madras Government, Public Works Department, dated 7th ultimo, on the subject of the proposed railway between Bellary and Gudduck have been carefully considered by the members of this Chamber. In the Order of Government on the Chamber's letter of the 14th August, it is stated, "the present position of the question of railway extension from Bellary to Gudduck being this, that the Bombay Government have in the strongest manner recommended to the Government of India that it be undertaken in connection with the further extension to Carwar." His Excellency the Governor in Council is not disposed to move further at present than communicate the expression of the opinions and wishes of the Madras Chamber of Commerce to the Government of India. The Chamber desire me to observe that, so far as their information goes, the present position of this railway question does not appear to them to be quite accurately defined in the above remarks. Though no official communication has been received by the Chamber as to the decision of the Secretary of State on the Carwar Railway Project submitted by the Bombay Government at the beginning of the current year, the Chamber have observed in the Bombay newspapers several statements, none of which have been contradicted, to the effect that the Secretary of State is not yet prepared to sanction the project, and that the services of the staff of Engineers engaged in surveying, etc., were to be employed elsewhere. The Chamber infer from these statements, which would appear to have been accepted by the Bombay public as quite reliable, that the proposed railway from Carwar is no longer under immediate or serious consideration, and that, in fact, its commencement has been indefinitely postponed.

2. Under these circumstances, the Chamber desire me again to draw the attention of the Madras Government to that part of the project which relates to the extension of the railway communication from Bellary to Gudduck. It is noticed with much satisfaction that the Government of India in their letter to the Bombay Government dated 9th April, have so far recognised the necessity of this extension as to direct that "an estimate of the cost of the railway from Gudduck to Bellary may be prepared and submitted as soon as may appear convenient to the Governor of Bombay in Council," and the Chamber would be glad to learn whether any and what steps have been taken by the Government of Bombay for giving effect to the orders of the Supreme Government.

3. A perusal of the Bombay Committee's report, as published in the Bombay newspapers, has not satisfied the Chamber that the Bellary to Gudduck Extension has yet received that attention from the Bombay Government which it deserves. The statements and figures set forth in Mr. Strange's carefully prepared memorandum on this railway, which the Madras Government so far approved of as to forward for the favourable consideration of the Government of India, do not appear to have been investigated by, and indeed the whole memorandum is disposed of by the Bombay Committee in a short portscript to their report, in which it is remarked:—"We have expressed an opinion in favour of a railway from Carwar to Bellary which practically meets the case—" a statement so opposed to the letter and spirit of Mr. Strange's proposals that the Chamber find it difficult to believe that the Committee could have conducted their inquiry with that completeness and impartiality which are obviously necessary to enable the Government of India to arrive at a correct conclusion as to the best means of extending railway communication to Dharwar. As you are aware, the question is one closely affecting the commercial interests of this Presidency, yet the Chamber have not only never been consulted as to their views thereon, but the voluminous correspondence that has passed on the subject between the Government of Bombay, the Government of India, and the India Office has not even been forwarded to the Chamber for their information. The Chamber regret to observe that a similar forgetfulness has been displayed towards the Madras Government; for Colonel Shaw-Stewart, R.E., the Consulting Engineer for Railways, writing to yourself on the 2nd September last observes—"Advertising to the Order of Government, dated the 18th October 1872, No. 2,447, I have the honour to state that the submission of any remarks upon Mr. Strange's memorandum regarding the proposed extension of the Madras Railway from Bellary to Gudduck, has been postponed until now from the expectation that the information gained by the Carwar Railway staff, together with the estimates and surveys of the alternative routes, would have been available by this time." As the Bombay Committee's report was published *in extenso* in the Bombay papers so long ago as April last, it is difficult to understand why it could not have been communicated to Colonel Shaw-Stewart before now; and the Chamber are constrained to say that this circumstance, coupled with the superficial and equivocal criticism bestowed by the Committee on Mr. Strange's memorandum, shows a marked want of consideration for the interests of this Presidency. Indeed, the Chamber are more than ever convinced that the Madras Government should, as the Chamber suggested in their letter of the 24th September 1872, have appointed an independent committee of professional men to report, for the information of the Government of India and the India Office, on the advantages and financial prospects of an extension of the Madras Railway from Bellary to Gudduck. Whether as regards Imperial or local interests, the Chamber are very strongly of opinion that this inquiry should be undertaken without further delay, and they do not hesitate therefore to repeat their recommendation to this effect. Such an inquiry seems all the more necessary now, as there is reason to fear that since the Secretary of State hesitates to sanction the ghaut portion of the Carwar Railway, the financial results of which, it appears from the Bombay Committee's report, are confessedly precarious, the Bombay Government may no longer feel disposed to survey and furnish the estimate of an extension from Gudduck to Bellary which has been called for by the Government of India. The Bombay Committee, it is observed, simply regard that extension as a portion—and that not an important one—of the Carwar scheme, whereas the Chamber contend that the extension should be considered on its own merits, and in connection with the existing railway system.

4. The opinions held by the Chamber as to the expediency and necessity of this extension are, as you will observe, strongly supported by the Consulting Engineer for Railways, who remarks in his letter to yourself, dated the 2nd September—"I can only state that my opinion is, and always has been, in favour of an extension of the Madras Railway system from Bellary westward to Hooblee and Carwar, passing through Gudduck. Colonel Shaw-Stewart adds that in his report, dated 15th July 1868 (a copy of which, together with the proceedings of Government thereon, dated 19th September 1868, No. 2,967, the Chamber would be glad to have for reference), "the various modes in which the Dharwar cotton fields could be connected with the general Indian Railway system were discussed, and it was clearly shown that upon every ground the extension from Bellary would be the best. An opinion was also given in favour of the concession of the line to the Madras Railway Company, and this opinion was endorsed by the Government." Finally, Colonel Shaw-Stewart sees no reason now for altering the opinions he expressed in 1868, and seems more than ever persuaded that the extension from Bellary to Gudduck should be made on a 5½ feet and not a narrow guage—an opinion in which the Chamber fully concur. Colonel Shaw-Stewart's opinions are all the more valuable, inasmuch as they were expressed long before the extension from Bellary was felt to be a commercial necessity. Before the completion of the Bellary Branch Railway little or no Dharwar cotton found its way to Madras, but since the opening of that branch a traffic has sprung up and is developing with a rapidity which promises the most satisfactory results both to the Madras Railway and to this port. To give you an instance of the growth of the traffic to that, the Chamber believe, be fairly expected in the future, I may mention that the shipments last year of cleaned Dharwar cotton from this port did not exceed 500 bales, whereas this year they have already reached nearly 8,000 bales. It must be remembered that this cotton in finding its way from Dharwar to Bellary has to traverse about 100 miles of country, a great portion of which may be described as roadless and unbridged. It may, therefore, be inferred how readily the Dharwar ryots would avail themselves of a railway to Bellary, especially during that period of the year when shipping operations are stopped on the Western Coast by the violence of the south-west monsoon. Bellary already possesses two large steam cotton presses, establishments and two others are in course of erection—a circumstance which should go far to assure the Government that the local mercantile community at least have good reason for believing that Bellary will become the principal cotton depot for supplying this port. Even supposing that the proposed extension did not carry cotton, it must be admitted that the other traffic between a populous trading town like Bellary and a well cultivated district like Dharwar would be very considerable, and that consequently the railway would start with advantages which we look for in vain in connection with some of the lines now under construction. As there can be no reasonable doubt, however, that the railway would bring a large portion of the Dharwar crop to Madras, it is obvious that the line has unusual elements of proving a remunerative work. The Chamber have good reason to know that, even without railway, all that is necessary to ensure increased shipments of Dharwar cotton from Madras is the knowledge of the fact in the home markets that this cotton can be shipped as cheaply at Madras as on the Western Coast; and above all at a season of the year when shipping operations on that coast are attended with insuperable difficulties. As a matter of fact, it has been shown this past season that Dharwar cotton can even now be brought to Madras and shipped to London, Liverpool, or any continental ports at prices which compare favourably with those ruling in Bombay, and it may be fairly assumed therefore that with the advantage of railway communication between Bellary and Dharwar, and a closed harbour at Madras—a work which, it is hoped, will be taken in hand at no distant date—the shipments of Dharwar cotton from this port will become very considerable. The Chamber understand that at present it costs the Dharwar cotton-dealer about rupees 59 per ton to convey his cotton to Bombay and there re-ship it for Europe. The Bombay Committee, in paragraph 55 of their report, estimate that with a railway from Gudduck to Carwar this cost would be reduced to rupees 37 per ton. viz:—

	Rs.
Railway to Carwar	20 per ton.
Steamer to Bombay, including insurance	17 ,,
	37

showing a saving on present transport charges of rupees 22 per ton. On the other hand, with the railway from Gudduck to Bellary, the dealer's transit charges in getting his cotton to port would, even after allowing 10s. extra for difference in Bombay and Madras freights, be reduced to about rupees 30 per ton. The importance of this saving will be made clearer by my stating that it represents 5·4d. per lb., or is equal on a crop of 150,000 bales, to an annual burden of rupees 7,65,000. So long as Dharwar cotton can be shipped at Madras cheaper than at Bombay, there can be little doubt as to which port would receive the bulk of the cotton and when, in addition to this consideration, it is borne in mind that the ninety miles of broad-guage railway between Bellary and Gudduck could be constructed for about £400,000, whilst the lowest estimated cost of a narrow-gauge line between Gudduck and Carwar is fixed at £1,100,000, there can, it seems to the Chamber, be no longer any ground for questioning that the Bellary to Gudduck extension would be the simplest, cheapest, and most expeditious way of providing Dharwar with the advantages of a railway.

5. The Chamber observe that the Bombay Committee express an opinion that the proposed Carwar railway could be more economically made with Carwar as a seabase than from the Bellary and Madras side. The Chamber, however, venture to assert that the impression is erroneous, more especially as regards the section of the railway between Bellary and Gudduck. The distance from Madras to Bellary being 305 miles, and from Carwar to Gudduck 145 miles, there is a difference in distance of 160 miles, but since the rate charged for materials for construction is only four pies per ton per mile, the extra charge, were the line commenced from Bellary, would amount to only rupees 3-5-4, or about 0s. 6d. per ton, to compensate for which very considerable saving in outward freight from England would be effected. Rates of freight are not entirely by geographical position, since the outward charge to Calcutta is known to be far less than to any other port in India; and so far as the relative merits of Madras and Carwar are concerned, the Chamber would call your attention to the following extract of a letter from Messrs. I. and R. Grant, a well-known firm of London shipowners, who have been asked for an opinion on this question. They write:—

"In reply to your favour respecting the difference in outward freights to the ports of Madras and Carwar respectively, we would beg to state that if you assume the average rate of freight to Madras to be about 25s., the rate for Carwar would be about 20s. to 25 more, say 45 to 50s. Madras being a port well-known to shipowners, a port to which they can go at all seasons of the year, and from which they are always sure of return cargo, there is never any difficulty in getting ships to go there. But Carwar being a port almost wholly unknown to shipowners, and from which there is no probability of getting return cargoes, except for about three months in the year and then only in small quantities, the ships would have to incur the expense of going elsewhere for their return cargoes, and the owners would consequently require to be remunerated by their outward freight for such extra expense, and we believe we are under the mark when we quote the probable rate to Carwar at 20s. to 25s. per ton above that to Madras. Some time ago the Indian Government had a considerable quantity of stores to send from here to Carwar and advertised for tenders, but the prices asked were so high that they considered it more advisable to send them to Bombay and tranship them to Carwar."

The Chamber submit that the above figures demonstrate very clearly from which side the Bellary to Gudduck extension should be commenced.

6. In conclusion, the Chamber desire me to impress upon the Government that they regard this question of railway extension to Dharwar as one involving important consequences, not only to the Presidency, but to the Indian public generally. It is a question, therefore, that should not be considered in the interests of a few individuals or of a particular port so much as on public grounds. It seems to the Chamber that the real problem for solution is how to extend railway communications to Dharwar so as to provide the cultivators of that district with a cheap and expeditious means of transporting their cotton to the coast, and at the same time to ensure that the railway shall be moderate in cost, remunerative in its working, and adaptable to other purposes than carrying cotton. The Chamber have every confidence that if this railway question be regarded from this point of view, the extension from Bellary to Gudduck will be found to recommend itself very much above any other line that has yet been under the consideration of the Government of India.

ORDER THEREON, 20TH DECEMBER, 1873.

Ordered that copies of this letter be forwarded for the information of the Government of India and of the Government of Bombay. The latter Government have already been reminded, under date the 5th instant, No. 2,928, that the surveys and estimates of alternative lines between Bellary and Gudduck, promised in their letter of 31st October 1871, are still awaited.

2. His Excellency the Governor in Council sees no occasion for the appointment of an independent professional Committee to report on the advantageous and and financial prospects of a line of railway which every authority in the Madras and Bombay Presidencies has concurred in recommending. But he will intimate to the Government of India the opinion of this Government that the time has come for determination of the question, whether it is to be undertaken irrespectively of the Carwar Railway, in continuation of the Madras Railway and on the same gauge, or whether, as stated in paragraph 3 of letter of the Bombay Government to Government of India of 9th September 1871, it is to be looked upon merely as one of a system of narrow gauge feeders to the Carwar Railway to be constructed or not according as that main outlet to the sea is brought into existence or otherwise. The Government of India will also be requested, in the event of the former alternative being affirmed, to permit of survey and estimate of the line being made by the officers of the Madras Railway Company; the route adopted being that of avoiding the Nizam's territory, and a more westerly terminus than Gudduck, say Dharwar or Hoobles, selected.—*Madras Times.*

THE FOLLOWING IS AN EXTRACT FROM A LETTER dated 15th May, 1872, from an old inhabitant of Horningsham, near Warminster, Wilts:—

"I must also beg to say that your Pills are an excellent Medicine for me, and I certainly do enjoy good health, sound sleep, and a good appetite; this is owing to taking your Pills, I am 78 years old.

Remaining, Gentlemen, yours very respectfully,

To the Proprietors of L.S.
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